

# CHAMBER

Sent  
11/7

November 14, 2001

Chairman Rod Diridon  
High Speed Rail Authority  
925 L Street  
Suite 1425  
Sacramento CA 95814

Dear Chairman Diridon,

On behalf of the Greater Bakersfield Chamber of Commerce, an organization that represents 1,500 businesses and over 47,000 employees in the Bakersfield area, we would like to express our strong support for a High Speed Rail alignment between Bakersfield and the Antelope Valley with a terminal location in the Bakersfield Downtown area.

The Bakersfield Chamber has been deeply involved with High Speed Rail since 1995. Recently, we have revisited the issue and have confirmed the Board's position to support High Speed Rail with an Antelope Valley Alignment.

In recent discussions of High Speed Rail, our members have found it important to locate the terminal in the downtown vicinity to better serve the local community and transients.

The Bakersfield Chamber of Commerce urges you to vote in FAVOR of a Bakersfield/Antelope Valley alignment with a terminal location in Bakersfield Downtown area. We look forward to hearing your support in this matter.

Sincerely,



Chris Frank  
President/CEO  
Greater Bakersfield Chamber of Commerce

Greater Bakersfield Chamber of Commerce  
*Your Partner in Business.*

Sent  
1/7

November 20, 2001

Rod Diridon Chairperson  
California High-Speed Rail Authority  
925 L Street Suite 1425  
Sacramento, CA 95814

Dear Rod,

I am a stakeholder in the Bakersfield area of the High-Speed Rail Authority's process. I was unable to attend the November 14, meeting in Bakersfield of the Authority and would like to give input to the Authority and would also like to be included in the Authority's future meetings.

My family and I live in the Seventh Standard area west of Highway 99 and would probably benefit from a station located in our area, so currently, and prematurely, I am not against a station in the 7th Standard area.

From a viewpoint that our county is struggling with, is that of land use planning, hopscotch development, and maintaining a vital and vibrant downtown Bakersfield. Our agricultural land is being developed at an alarming pace and once it is gone, it won't be back in production. Since agriculture is vital to our county's economy, it must be part of the decision making process concerning the location of the station of the High Speed Rail. If a station was located at Seventh Standard, it would reduce our farmland acres as commerce would infringe upon neighboring farmland and development would spread in the area.

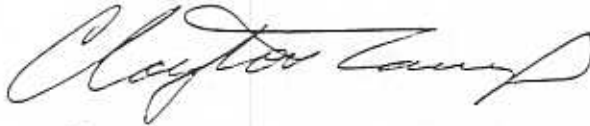
If the station was placed in downtown Bakersfield, it would encourage redevelopment of older areas that would regenerate the downtown Bakersfield area. It would also be near the current Amtrak station for connecting trains and would minimize vehicle pollution in train transfers between the High Speed Rail and Amtrak.

The Seventh Standard proposed terminal would be near the new

Bakersfield air terminal. Bakersfield has not been able to maintain jet service due to our proximity to LAX. International air travel will not be a reality from Bakersfield. The closeness to Bakersfield Meadows Field should not carry much emphasis in the decision making process.

I encourage you to look hard at the downtown location for the High Speed Rail Authority's Terminal.

Sincerely,

A handwritten signature in cursive script, reading "Clayton Camp". The signature is fluid and stylized, with the first name "Clayton" being more prominent than the last name "Camp".

Clayton Camp



**PUBLIC WORKS DEPARTMENT**

1501 TRUXTON AVENUE  
BAKERSFIELD, CALIFORNIA 93301  
(661) 326-3724

RAUL M. ROJAS, DIRECTOR • CITY ENGINEER

Carrie

Sent 10/22/01

September 27, 2001

**Mehdi Morshed, Executive Director**  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**RE: High Speed Rail Station Locations in Bakersfield, California**

Dear Mr. Morshed:

The City of Bakersfield appreciates the efforts that the High Speed Rail Authority has invested in the various studies of California's high speed rail system. At your board's past public meetings and via letters, we have informed your agency of the City's strong support of a downtown location for the Bakersfield high speed rail station. The reports presented at your September 19, 2001 public meeting were encouraging in that the Authority has completed major portions of the studies and is moving forward to the next stage of detailed studies on selected options. In those reports, your staff emphasized that station locations in the Central Valley will dramatically impact the communities around those stations. The City of Bakersfield staff and elected officials resoundingly concur with that observation.

A downtown location for the Bakersfield high speed rail station is preferred for the following reasons:

- Since it would be close to our new Amtrak Station and a local transit system major transfer facility, a downtown location supports the goals and objectives of the Metropolitan Bakersfield 2010 General Plan to foster multi-modal transportation facilities;
- A downtown station location will be more accessible to low and moderate income citizens;
- A downtown station location is more compatible with the efforts to control urban sprawl;
- A downtown station location will have equal accessibility from all geographic areas within Metropolitan Bakersfield; and
- A downtown station location will have greater accessibility to government and other public service facilities.

The Bakersfield downtown area has been experiencing a re-birth over the last several years. This is due to both governmental and private sector investment in that area. A downtown location for the high speed rail station will support those on-going redevelopment efforts.

As your staff and consultants study the various options for a station location in Bakersfield, our City staff will be available to assist you with any questions that you might have regarding local development standards and planning policies. Please direct all inquiries to Jack LaRochelle, Assistant Public Works Director, 661-326-3724.

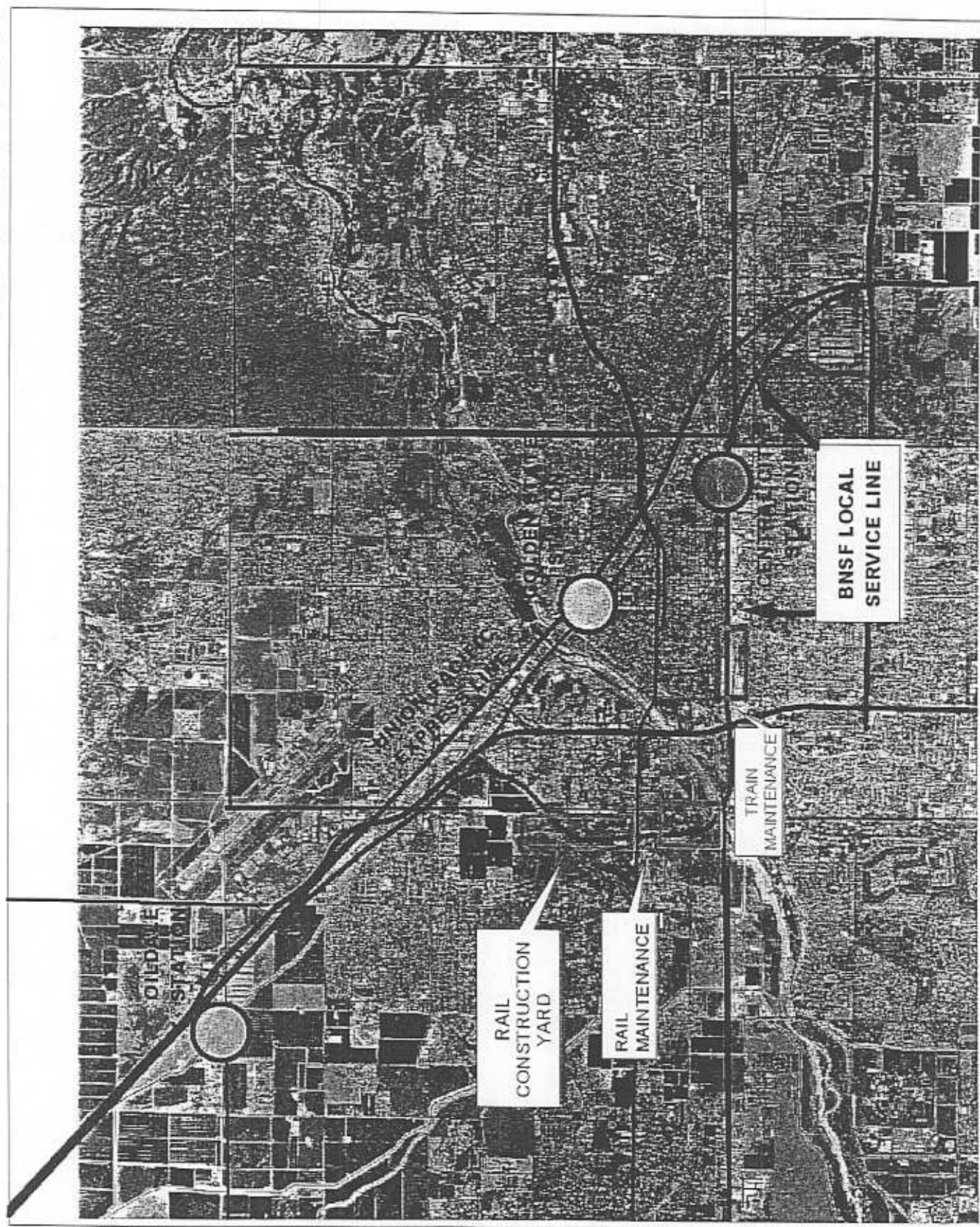
Very truly yours,

  
**Raul M. Rojas**  
Public Works Director

c: Ron Brummett, KernCOG  
Craig Pope, County of Kern

Dale Hawley, Kern Transportation Foundation  
Jack LaRochelle

# BAKERSFIELD HIGH SPEED RAIL STATION



2 0 2 4 Miles



## **High Speed Rail Authority Presentation**

Honorable Chair Authority Board Members and Staff

The Governing Body of California has challenged this Authority with inventing a future mobility for the projected 45 million residents who will live and work in California by 2020. A new secure, reliable regional and intercity transportation system should act as the foundation of a strong economy. It should serve the future knowledge-based communities for a diverse set industries over the next hundred years.

Californians need to maximize the exchange of goods and services, culture, friendship, ideas, and knowledge. The transportation technology of choice should collapse distance by shortening time periods between San Francisco and Los Angeles and places in between.

Today we wish to share a brief design solution for the City of Bakersfield and it's Metropolitan area.

The approach path from the south and/or east converges into the Bakersfield metro area at approximately Hwy 58 and Mount Vernon Avenue. It is here that we suggest a two-path divergence of lines. One path should be directed northward towards the Union Pacific corridor. The second path westward toward the Burlington Northern & Santa Fe alignment. The Center City station should be located on the north side of the BNSF as pedestrian close to the existing Amtrak Station as possible.

This solution therefore locates two potential rail alignments for the Bakersfield Metropolitan Central City location.

The first path allows for high-speed non-stop line along the Union Pacific corridor. This will thereafter allow convergence northward toward either of the Burlington Northern and Southern Pacific corridors to the Bay area.

The second path suggests a local service line. This runs along the Burlington Northern Santa Fe alignment westwards and then northwards to serve Bakersfield passengers. The required deceleration and acceleration geometries would allow local access to the main high-speed line in both northerly and southerly directions.

This solution also proposes to take opportunity of adjacent industrially zoned land areas for both local and state high speed transportation service, namely: -

For cleaning, re-stocking and switching of the high-speed transportation trains in a close-by maintenance area

For an area given to high-speed transportation system guide way maintenance.

For a high-speed transportation system construction yard.

Geographically Bakersfield is California's strategic center of two major north and south metropolitan areas. So situated it has land available to promote construction assembly, maintenance and service of trains.

We ask the Authority to give serious consideration of these available land parcels on this local line and this solution to a central city station location. The fact that Bakersfield also has quite a record of skillful manufacturing is significant. We have a great desire to boost the oil/agricultural economic base, with this venture.

We hope the Authority achieves this project from concept to completion for all Californians. It will be the most significant accomplishment since the California Aqueduct.

As citizens of this Bakersfield metropolitan area, we believe that we deserve a central city station.

BY Graham Kaye-Eddie – Master Urban Designer.

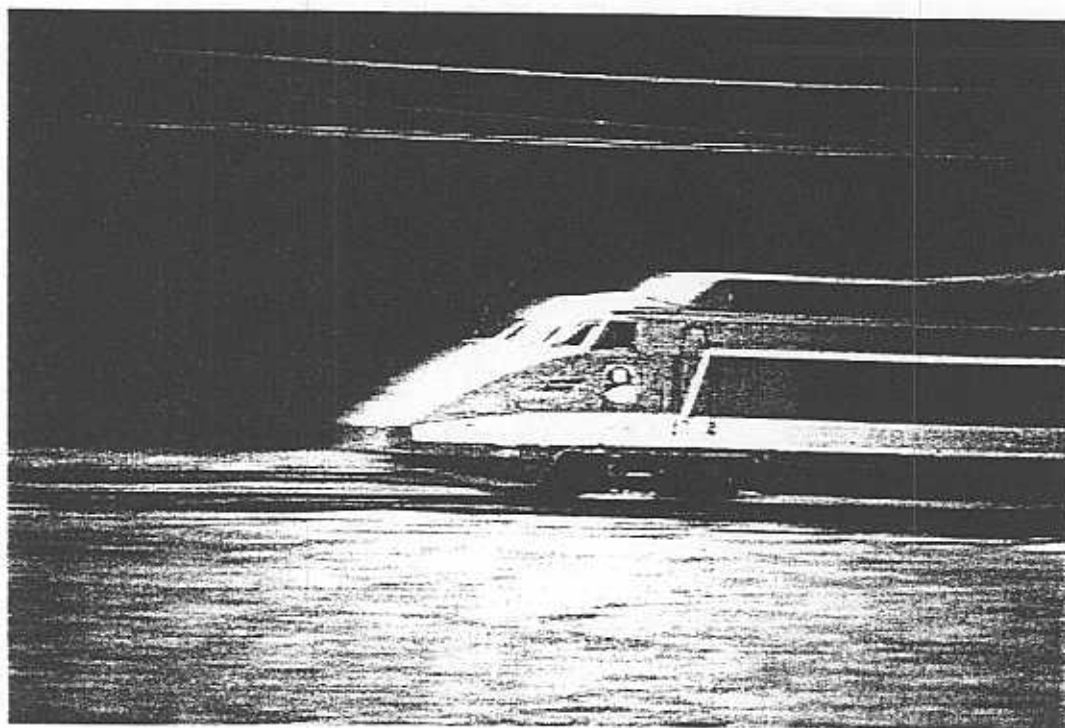
Makabusi Inc. – Bakersfield – California

Email – [makabusi@pacbell.net](mailto:makabusi@pacbell.net)

Web page – <http://www.makabusi.com>

500 words

# **Metropolitan Bakersfield High-Speed Rail Terminal Analysis and Evaluation**



**Kern Transportation Foundation  
High-Speed Rail Committee  
April 2001**



# Kern Transportation Foundation

## Board Members

To address growing transportation issues, a group of concerned citizens formed the Kern Transportation Foundation in 1992. A nonprofit public benefit corporation, Kern Transportation Foundation is working with government to develop a plan and to find funding solutions for Kern County's future transportation needs. The Foundation's mission is to promote a modern, balanced transportation system that enhances our quality of life and supports the economic vitality of all communities. Within a public forum, the Kern Transportation Foundation is working to:

- > Create public awareness of current and future transportation needs in Kern County;
- > Find creative and innovative ways to provide for and fund our transportation needs;
- > Build the kind of private and public partnership that is necessary to develop and fund a modern, balanced transportation system.

**Chairman: Gary Blackburn**

**Secretary: Ron Brummett**

**Chief Financial Officer: Roger McIntosh**

**Administrative Services: Dale Hawley & Dale Mills**

William Baker  
City of Taft

Ron Brummett  
Kern Council of Governments

Daniel Lacey  
Bakersfield Californian

Roger McIntosh  
McIntosh and Assoc.

Ken Peterson  
Kern County Board of Supervisors

Jack Stewart  
City of California City

Ray Bishop  
Kern County Department of Airports

Lois Chaney  
League of Women Voters

Jack LaRoche  
City of Bakersfield

Chester Moland  
Golden Empire Transit

Cathy Prout  
City of Shafter

Dennis Wesley  
Granite Construction Co.

Gary Blackburn  
ACCU TRANS INC

Jeff Goldsmith  
Automobile Club of So. CA

Tony Lusich  
BSK

Jess Ortiz  
Citizen (Arvin)

Howard Silver  
Golden Empire Transit

**Kern Transportation Foundation**

**P.O. Box 417**

**Bakersfield, CA 93302-0417**

**Phone: (661) 322-2872**

**Fax: (661) 322-7650**

## Executive Summary

The Kern Transportation Foundation's High-Speed Rail Committee was formed to evaluate high-speed rail terminal locations for, and routing options through, Metropolitan Bakersfield. This document identifies the process through which the Committee evaluated routing options and potential terminal locations. That process included the following elements:

- Background discussion of previous high-speed rail studies
- Routing options
- Station requirements
- Site identification
- Evaluation criteria
- Focused project listing
- Public outreach
- Conclusions.

In evaluating potential terminal sites, three major routes through Metropolitan Bakersfield were explored: the I-5/Grapevine alignment, the Palmdale alignment and the Aqueduct alignment. For each option, tunnels, grade concerns, travel times and cost estimates were considered. These three routes were used as a basis for seven potential high-speed rail terminals. The site locations were developed through previous high-speed rail studies, community discussions and staff input from the California High-Speed Rail Authority (CHSRA). The locations include:

- Comanche Drive/State Route 58
- Rosedale Highway/Allen Road
- Meadows Field Airport
- 7<sup>th</sup> Standard Road West of State Route 99
- Golden State Avenue/M Street
- Truxtun Avenue/S Street
- Truxtun/Union Avenue.

After identifying potential terminal sites, the Committee devised a set of criteria to evaluate each site's viability. The criteria were established with input from CHSRA. The criteria comprised:

- Infrastructure improvements
- Intermodal connection
- Access to a metro area
- Rail alignment
- Train speed (geometrics)
- Utility availability
- Environmental issues
- Site purchase price

- Parking availability
- Growth-inducing issues
- Access to existing support services.

Of those criteria, infrastructure improvements, intermodal connection, metro-area accessibility, rail alignment and train speed were deemed sufficiently significant by the Committee to weigh by a factor of two. Each alternative was evaluated on a scale of one to five, with one representing the lowest score and five the highest.

Based on scores compiled during the evaluation and screening process, the Kern Transportation Foundation Board of Directors recommended three sites for further consideration: 7<sup>th</sup> Standard Road West of State Route 99, Golden State Avenue/M Street and Truxtun Avenue and S Street/Union Avenue, which were combined into one alternative. The potential for increased domestic air service through the 7<sup>th</sup> Standard Road site was not a factor in the ranking process.

## Purpose and Needs Statement

The purpose of Kern Transportation Foundation's (KTF) High-Speed Rail Committee is to screen and evaluate high-speed rail terminal alternatives for Metropolitan Bakersfield and routing options. Among its goals, the committee was to identify high-speed rail terminal locations for further study that best meet the needs of Metropolitan Bakersfield. Criteria for site selection and evaluation included:

- Infrastructure improvements
- Intermodal connection
- Access to metro area
- Rail alignment
- Train speed (geometrics).

The needs of Metropolitan Bakersfield, as well as the Kern region, have been addressed through this set of evaluation criteria. As a summary report, this document outlines the process undertaken by the Kern Transportation Foundation's High-Speed Rail Committee in evaluating routing options and potential terminal locations for Metropolitan Bakersfield. The process examined the following elements:

- Background discussion of previous high-speed rail studies
- Routing options
- Station requirements
- Site identification
- Evaluation criteria
- Focused project listing
- Public outreach
- Conclusions.

## Background Information-Discussion of Previous High-Speed Rail Studies

*1. High-Speed Rail Corridor Study-Los Angeles-Fresno-Bay Area/Sacramento – Final Report to the State Legislature, June 1990 (AB-971):* This study, commissioned through AB 971 (Costa), addresses certain key findings about the need for a California High-Speed Rail program. The report indicates that the 20 million people living along the proposed high-speed rail corridor require a vastly improved passenger rail service to sustain increasing mobility, lessen impacts on the environment, and maintain economic growth.

The study group found that California has a significant interest in providing its citizens with rail service at least comparable to those of major trading partners, and that the State must take a leading role in improving rail performance. Furthermore, significant reductions in automobile emissions are dependent on a transit rail system that offers faster travel times than cars.

In addition, the State should look to European models for both validation and experience. High-speed trains in France have been easily able to recoup their construction costs, while those in Germany are capable of operating along the same tracks as freight trains, given proper construction and stringent operating practices. Finally, any fully integrated rail system should operate in the San Joaquin Valley along the already established Burlington Northern rail lines.

*2. Metropolitan Bakersfield High-Speed Ground Transportation System Terminal Study, March 1994:* Commissioned from ICF Kaiser by the Kern Council of Governments, this report states that of the six potential locations considered for a high-speed rail terminal in Bakersfield – downtown, F Street, East Bakersfield, Fruitvale Avenue, Olive Drive and Westside Freeway – the downtown location is the strongest candidate. Selection criteria included: development potential both adjacent and near the site; vehicular and pedestrian links; support of general plan goals; drainage and utilities; seismicity; site availability and potential for expansion. The F Street Amtrak site was selected as second choice.

The consultant agreed with Kern COG's Technical Advisory Committee findings in favor of the downtown site. Both choices would produce better ridership than suburban sites, offer direct accessibility to primary Bakersfield destinations, had the potential to bring more activity to downtown, and already had support services available. The downtown location was singled out over the F Street site for its accessibility.

*3. Los Angeles-Bakersfield High-Speed Ground Transportation Preliminary Engineering Feasibility Study, November 1994:* Prepared by Parsons Brinckerhoff Quade & Douglas, Inc. for Caltrans District 7, the report examines alternatives for a high-speed rail system that crosses the Tehachapi Mountains. It is divided into six major task areas: technology assessment; alignment alternatives; preliminary engineering; cost estimates (capital and operations); preliminary environmental analysis and a feasibility study report. A number of alignment variations were evaluated in the vicinity of Interstate 5 between Bakersfield and Santa Clarita, as well as through the Antelope Valley.

While none of the alternatives in any of the task areas are endorsed, the study does conclude that developing a high-speed ground transportation system significantly increases the options for handling large volumes of people, is safer, environmentally friendly and has proven technology already available. The costs for such a system between Bakersfield and Los Angeles are significant, ranging anywhere from \$4 to \$8 billion. Accordingly, just as the State's highway system was developed over time, so must high-speed rail, which does not enjoy the priority status of highways, airports or urban transit systems.

*4. California High-Speed Rail Corridor Evaluation: Southern California Alternatives, April 1999:* This report, which evaluates high-speed rail corridor alternatives in Southern California, divides the alternatives into three categories: San Diego Area, Los Angeles Area and the Tehachapi Crossing. Each corridor is defined within its proper geographical area with key evaluation elements summarized in tabular form.



Evaluation criteria include: capital cost; travel time; operating cost; key constraints and issues (environmental, engineering, operational, right-of-way and institutional); ridership; and revenue.

**5. California High-Speed Rail Authority Final Business Plan, June 2000:** The California High-Speed Rail Authority's (CHSRA) business plan proceeds from the conclusion that a statewide high-speed rail system is a smart investment for Californians to make, with its estimated \$25 billion cost which is only a fraction of what will be spent on transportation as a whole. Furthermore, the plan states that high-speed rail can only be a success when coupled with other well-maintained transportation modes, and urges appropriate upkeep of highways, airports and other infrastructure.

The report says that the process should begin to move into its environmental review period. Specifically, it recommends that the Governor and Legislature initiate a formal environmental clearance process through a state EIR/federal Tier I EIS on the described network; increase funding and accelerate planning for inner city and commuter rail improvements to complement a high-speed rail system; lobby for increased federal funding in high-speed rail service and technology; and encourage state, regional and local agencies to include high-speed rail in the planning process.

**6. California High-Speed Rail Program Environmental Document, January 2001:** Currently, the Authority is preparing a program environmental document for the 700-mile high-speed train proposal. The draft EIR/EIS will provide CEQA/NEPA documentation and include project purpose and needs/objectives, project alternatives definition and alignment/station screening evaluation, system alternatives, public and agency comment and consultation, and environmental benefit and impact analysis. Mitigation measures and preferred alternatives also will be addressed. Central Valley alignment issues to be discussed in the draft EIR/EIS are: prime agricultural land preservation, preservation of resources and sensitive environments, and accommodation of sustainable and responsible growth patterns.

Alignment and stations screening is expected to be completed by July 2001. Alignment refinements and environmental technical studies are expected to be completed by June 2002. Public involvement will take place throughout the entire planning process. The Final EIR/EIS is to be completed by June 2003 with construction beginning in 5-7 years. The California High-Speed Rail Project is expected to be constructed by 2016.

## Routing Options

In evaluating the potential high-speed rail terminal sites for Metropolitan Bakersfield, three major routes were explored. These routes include the I-5/Grapevine alignment, Palmdale alignment, and Aqueduct alignment. Figure 1 illustrates the regional routes examined by the KTF High-Speed Rail Committee. This figure was created using data from the CHSRA. As indicated on the map, all of these proposed routes connect with Bakersfield. For each alignment option, tunnels, grade concerns, travel times, and cost estimates were considered. Table 1 summarizes key information pertaining to each route option between Los Angeles and Bakersfield. This information was included in the *California High-Speed Rail Corridor Evaluation* (Parsons Brinckerhoff, April 1999).

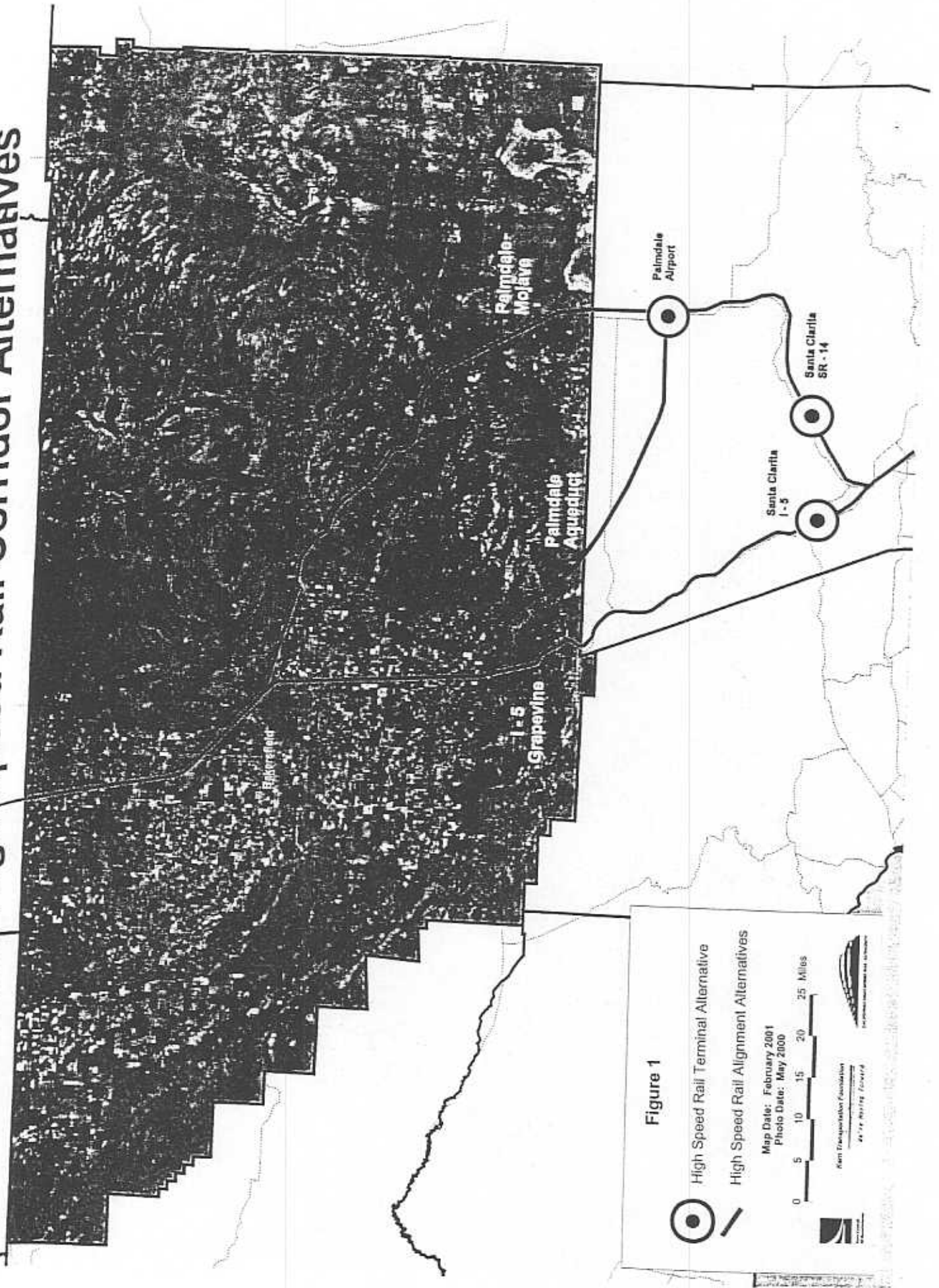
Table 1 California High-Speed Rail Corridor Evaluation			
	I-5/Grapevine Alignment	Palmdale Alignment	Aqueduct Alignment
Capital Cost	\$4.615 billion	\$4.852 billion	\$5.103 billion
Express Travel Time	45 minutes	54 minutes	54 minutes
Route Length	109.9 miles	143.4 miles	145.0 miles
Tunneling Required	28 miles	11 miles	15 miles
Fault Impacts	San Andreas Garlock	San Andreas Garlock White Wolf	San Andreas Garlock

As part of the KTF High-Speed Rail Committee's alignment evaluation, direct and indirect routes were studied. An indirect system is currently being used successfully in Italy. The California High-Speed Rail Authority has identified this system and is evaluating its use for California. An indirect service system would allow the use of conventional rail, upgraded with an electrified power source, and would provide access to a high-speed rail terminal from the high speed main line. All main lines and many minor lines are electrified.

## Station Requirements

When evaluating potential high-speed rail terminal sites for Metropolitan Bakersfield, several key station requirements were considered. These factors included parking, annual boardings, and existing rail alignments. In 2020, it is projected that annual boardings and alightings for a Bakersfield high-speed rail terminal would be 3 million passengers. Boardings are expected to be 1.5 million per year with an average of 4,110 boardings per

# California High Speed Rail Corridor Alternatives



day. Passengers using autos (80%-90%) would number approximately 3,300-3,700 daily. Twenty five hundred vehicles would need to park at the high-speed rail terminal daily. The California High-Speed Rail Authority has indicated that efforts must be made to locate high-speed rail terminals near existing rail alignments or rail corridors. Train speed as it relates to station access and geometrics are also considered to be important by the Authority and their project consultants. Current standards from the Authority include a 1300-foot long platform at the terminals.

### Site Identification

As a result of the high-speed rail studies discussed earlier in this report, seven possible high-speed rail terminals were studied by the KTF High-Speed Rail Committee. These sites were developed as a result of previous high-speed rail studies, community discussions, and staff input from the Authority. The following terminal sites were evaluated by the KTF High-Speed Rail Committee:

Site	Nominated By:
Comanche Drive/State Route 58	(Commission Staff)
Rosedale Highway/Allen Road	(Commission Report)
Meadows Field Airport	(County Airports)
7 <sup>th</sup> Standard Road/West of State Route 99	(Alternative County Airport Site)
Golden State/M Street	(Bakersfield DBA)
Truxtun Avenue/S Street	(City of Bakersfield/Amtrak)
Truxtun Avenue/Union Avenue.	(KTF Committee)

Figure 2 displays the site locations in the context of Metropolitan Bakersfield. These alternatives were nominated by those agencies and organizations listed above.

### Evaluation Criteria

After identifying seven potential high-speed rail terminal sites to examine, the KTF High-Speed Rail Committee, developed a set of criteria to evaluate each site's effectiveness. This set of criteria was established and defined by the committee with input from the CHSRA and project consultants. As part of the evaluation process, the criteria were revised and updated throughout the study. The criteria consisted of eleven elements, as follows:

- Infrastructure improvements: Infrastructure improvements are defined as the required improvements in the roadway system near the proposed station.
- Intermodal connection: Intermodal connection is the availability of existing transit service and the level of difficulty involved in expanding existing transit service to meet the needs of the terminal.
- Access to metro area: Access to the metro area is defined as access from the proposed high-speed rail station to the existing Metropolitan Bakersfield core.



# Metropolitan Bakersfield High Speed Ground Transportation System Terminal Analysis

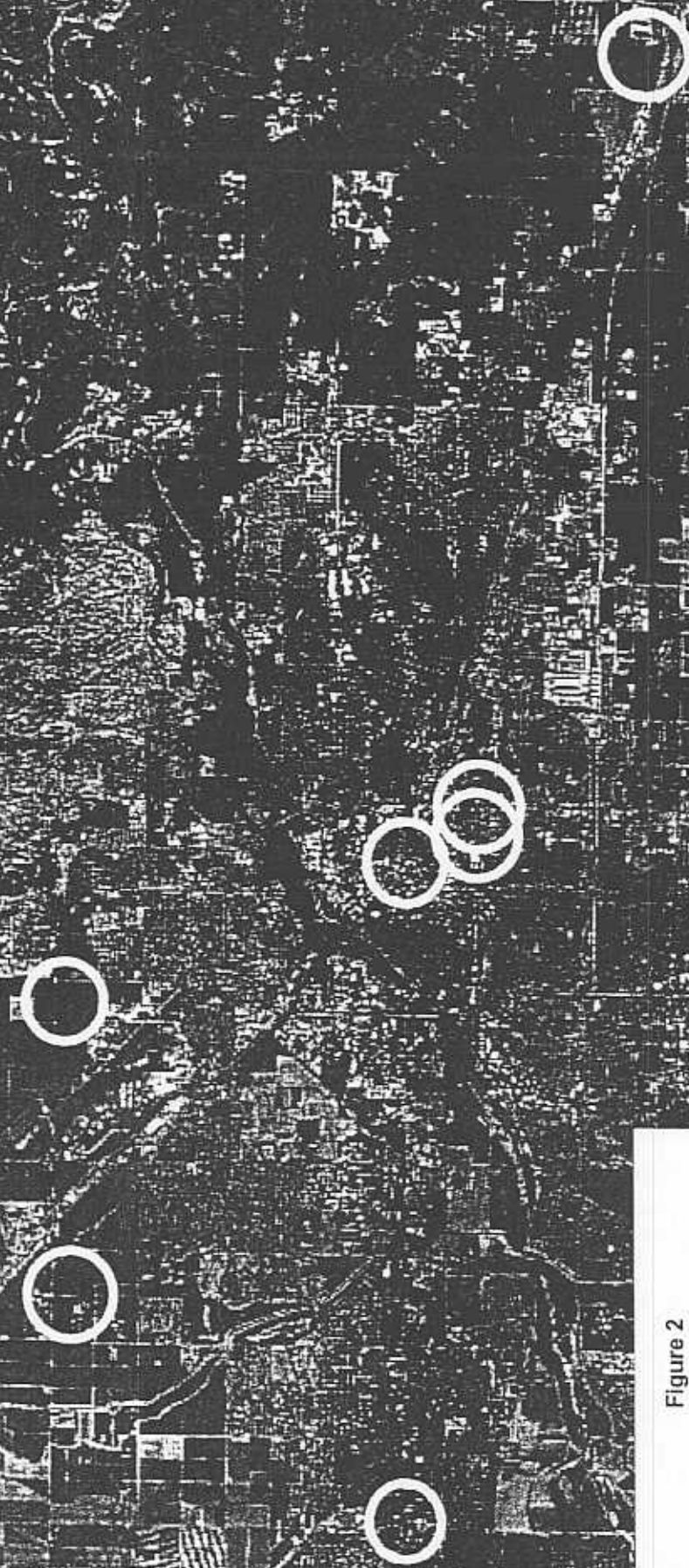


Figure 2

High Speed Rail Terminal Alternative

Map Date: March 2001  
Photo Date: May 2000

0 1 2 3 Miles



Kern Transportation Foundation  
We're Rolling Forward



- Rail alignment: The proximity of the station to existing rail alignments is considered to be rail alignment.
- Train speed (geometrics): Train speed, including geometrics, is the speed capability of the train given the location of the station. Train speeds in urban areas will most likely not exceed 70 to 100 mph while train speeds in outlying areas and stations may increase up to 200 mph.
- Utility availability: Utility availability is defined as whether or not utilities are available at the station location and the adequacy of the available utilities.
- Environmental issues: Environmental issues involve impacts to natural resources, endangered species, agricultural land, cultural resources, as well as noise impacts in urban areas.
- Site purchase price: Site purchase price is the estimated cost of purchasing land and rights-of-way for the terminal location.
- Parking availability: Parking availability is considered to be the existing parking available as well as potential space available for the construction of new parking spaces or structures.
- Growth inducing issues: Growth inducing issues were defined as the likelihood of the construction of a terminal resulting in urban sprawl.
- Access to existing support services: Access to existing support services, such as hotels, shopping, and restaurants.

Based on their significance, the committee determined that the following factors should be weighted by a factor of two: infrastructure improvements, intermodal connection, access to metro area, rail alignment, and train speed (geometrics). Table 2 represents the evaluation of criteria, with scores and ranking of each site displayed. Each station alternative was evaluated on a scale of one to five with one representing the lowest possible score and five representing the highest possible score. The potential for increased domestic air service through the 7<sup>th</sup> Standard Road site was not a factor in the ranking process. The KTF Board of Directors reviewed the scoring criteria and noted that air service improvements and revenue leakage could yield an additional million or more air travelers using high-speed rail to connect to domestic air service. Inclusion of those criteria could change the scoring outcome. Therefore, the KTF Board of Directors supports the Committee report and wants to ensure that all three potential terminal sites are weighted equally.

Comanche Drive/State Route 58 scored well in the areas of rail alignment and train speed because of its location outside the urban core. The analysis conducted for the Comanche Drive/State Route 58 alternative is for a direct connection only. It also received fairly high scores for site purchase price, parking availability, and environmental issues. Because of its potential to create urban sprawl, lack of existing support services, and poor access to Metropolitan Bakersfield, however it received low scores in the categories of growth inducement, access to existing support services, and access to Metropolitan area.

Table 2

## HIGH-SPEED RAIL TERMINAL LOCATION ANALYSIS

Criteria	Comanche Dr. @ S.R. 58		Rosedale Hwy. @ Allen Rd.		Meadows Field Airport		7th Std. Rd. @ S.R. 99 West (2)		Golden State @ M Street (2)		Truxtun Ave. @ S Street (2)		Truxtun Ave. @ Union Avenue	
	Direct	Indirect	Direct	Indirect	Direct	Indirect	Direct	Indirect	Direct	Indirect	Direct	Indirect	Direct	Indirect
Infrastructure Improvements (1)	6	N/A	4	4	6	6	10	10	10	10	10	10	6	N/A
Intermodal Connection (1)	2	N/A	2	2	6	6	4	4	6	6	8	8	6	N/A
Access to Metro Area (1)	4	N/A	6	6	6	6	6	6	10	10	10	10	10	N/A
Rail Alignment (1)	10	N/A	4	6	2	4	10	10	10	10	10	10	8	N/A
Train Speed (Geometrics) (1)	10	N/A	2	10	8	8	10	10	2	10	2	10	2	N/A
Utility Availability	1	N/A	4	4	4	4	1	1	4	4	4	4	4	N/A
Environmental Issues	4	N/A	2	2	4	4	4	4	3	3	4	4	4	N/A
Site Purchase Price	5	N/A	2	2	4	4	4	4	2	2	2	2	2	N/A
Parking Availability	5	N/A	2	2	5	5	5	5	2	2	2	2	2	N/A
Growth Inducing Issues	1	N/A	3	3	3	3	3	3	4	4	4	4	4	N/A
Access to Existing Support Services	1	N/A	1	1	2	2	1	1	5	5	5	5	5	N/A
Total	49	N/A	32	42	50	52	58	58	58	66	61	69	53	N/A

(1) Scores have been weighted by a factor of 2.

(2) Preferred alternatives selected by KTF High-Speed Rail Committee.

(3) The potential for increased domestic air service through the 7th Standard Road site was not a factor in the ranking process. Inclusion of those criteria could change the scoring outcome.

**Rosedale Highway/Allen Road** was ranked low for both direct and indirect service because of poor intermodal connection potential and access to Metropolitan area, lack of existing support services, and low parking availability. The site also received low scores in the areas of environmental issues, site purchase price, and growth inducement.

**Meadows Field Airport** received relatively high scores for train speed (geometrics) and intermodal connection because of its access to a variety of transportation modes. This site also ranked well because of parking availability. It received low scores in the categories of access to existing support services, growth inducing issues, and access to Metropolitan Bakersfield.

**7<sup>th</sup> Standard Road/West of State Route 99** scored very well in the areas of infrastructure improvements, rail alignment, and train speed (geometrics). Both the direct and indirect service options received high scores for these categories. Other strong points of this potential terminal site include few environmental issues and a reasonable site purchase price. The site scored low in the areas of utility availability and access to existing support services, however.

**Golden State/M Street** scored highly in the areas of infrastructure improvements, rail alignment, and train speed (geometrics). The site also receives high scores because of lack of growth inducement concerns and convenient access to existing support services. The site ranked low in the categories of site purchase price and parking availability, however.

**Truxtun Avenue/S Street** scored well in almost all weighted criteria elements. It scored well for infrastructure improvements, access to Metropolitan Bakersfield, and rail alignment. This potential terminal site also received high scores in the areas of utility availability, environmental issues, growth inducement, and access to existing support services. Categories in which the site scored low were site purchase price and parking availability.

**Truxtun Avenue/Union Avenue** scored highly in the areas of access to Metropolitan Bakersfield and rail alignment. The site also scored well for access to existing support services and few negative growth inducement issues. This terminal location scored low in the criteria of train speed (geometrics), site purchase price, and parking availability.

## Focused Project Listing

Based on the scores received during the evaluation and screening process, three high-speed rail terminal sites were selected for further consideration: 7<sup>th</sup> Standard Road West of State Route 99, Golden State/M Street, and Truxtun Avenue and S Street/Union Avenue. The remaining sites were dropped from further consideration and study. The final scores of the three sites selected for further study are displayed in Table 2. This diagram illustrates the scores of each site for the respective evaluation categories. Figures 3, 4 and 5 indicate the location of the three potential terminal sites.

### 7<sup>th</sup> Standard Road/West of State Route 99

This potential high-speed rail terminal site, shown on Figure 3, would not require construction of new infrastructure, as existing infrastructure is already in place. While the terminal is relatively close to Meadows Field Airport, the intermodal connection and access for this site would need to be upgraded with new transit routes and airport shuttle. Access to Metropolitan Bakersfield is provided by State Route 99 and surrounding streets. Rail alignment and train speed (geometrics) for both direct and indirect service for this site are excellent because of its outlying location. The rail corridor would avoid much of the urban core. In order to construct a terminal at this site, new utilities would have to be provided. Development has already been approved or planned for the land surrounding the site so few environmental concerns exist. The site purchase price is expected to be relatively low. Adequate land is available at the site to provide the required parking for the high-speed rail station. Use of this site would not encourage urban sprawl as it is already planned for development. In fact, a high-speed rail terminal may mix well with future planned land uses. One area in which the site is lacking is access to existing support services. New services would need to be provided in the area to support a high-speed rail terminal.

### Golden State/M Street

As with the site discussed above, adequate existing infrastructure is available at the Golden State/M Street alternative, shown on Figure 4. Intermodal connections would include the expansion of existing transit routes and the addition of an airport shuttle. Access to Metropolitan Bakersfield is excellent with access readily available. Rail alignment is also excellent because of proximity to existing rail corridors. For direct service the site scored low because of its location in the urban core; however, indirect service (Italian system) would serve the site well. Adequate utilities are currently available at the site and a moderate amount of environmental issues such as noise from the high-speed trains exist. The site purchase price is expected to be fairly expensive and parking would need to be increased to meet the demands of a new high-speed rail terminal. As it is located near the urban core, the Golden State/M Street terminal site has few growth inducement concerns and offers convenient access to existing support services.



# 7th Standard Road/West of State Route 99 High Speed Rail Terminal Alternative



Figure 3

High Speed Rail Terminal Alternative

High Speed Rail Alignment Alternatives

Map Date: March 2001  
Photo Date: May 2000

0 500 1000 1500 Feet



Kern Transportation Foundation  
We're Really Forward





# Golden State/M.Street High Speed Rail Terminal Alternative

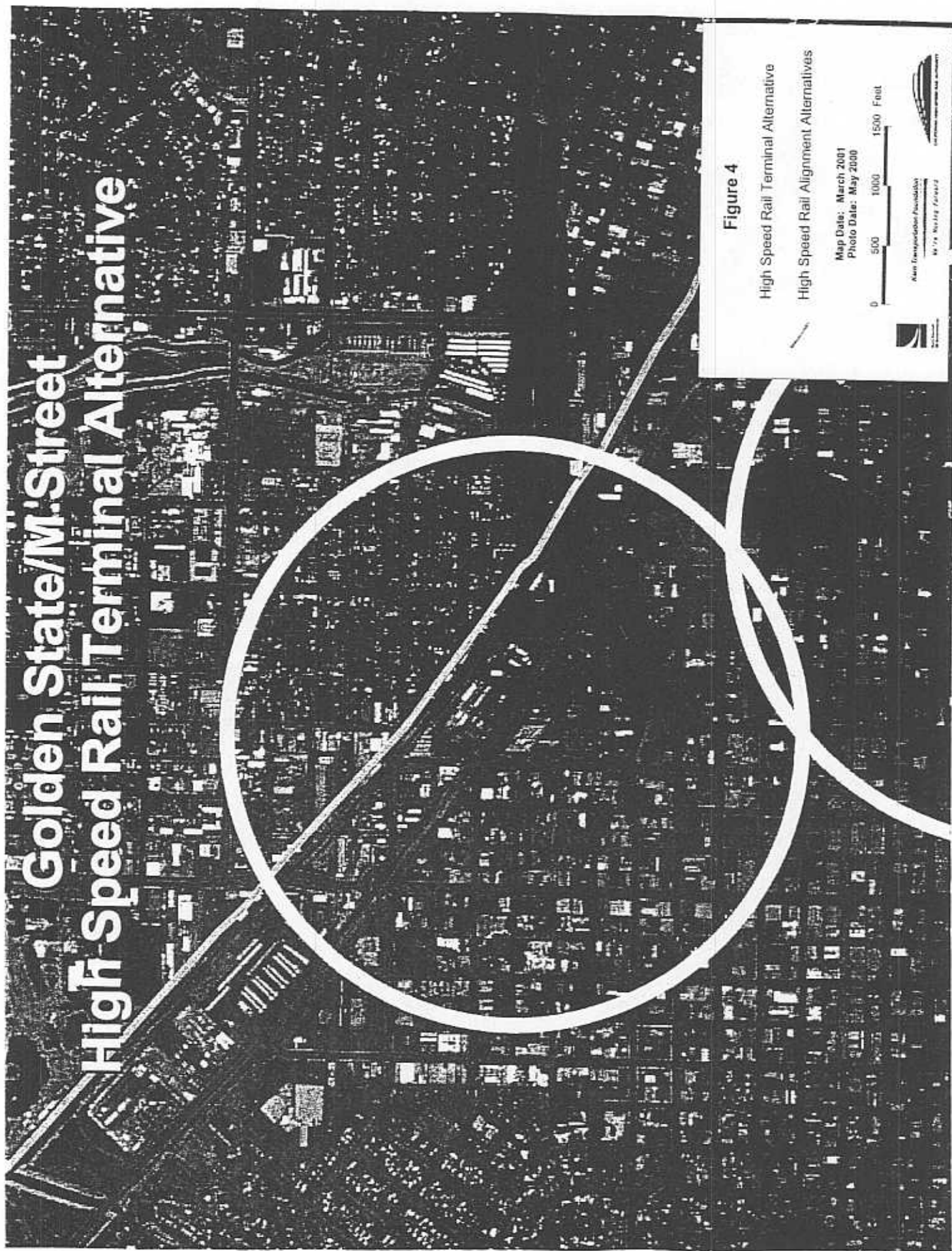


Figure 4

High Speed Rail Terminal Alternative

High Speed Rail Alignment Alternatives

Map Date: March 2001  
Photo Date: May 2000

0 500 1000 1500 Feet



Southern California High-Speed Rail Authority  
Metrolink



# Truxtun Avenue and S Street/Union Avenue High Speed Rail Terminal Alternative



Figure 5

High Speed Rail Terminal Alternative

High Speed Rail Alignment Alternatives

Map Date: March 2001  
Photo Date: May 2000

0 500 1000 1500 Feet



New Transportation Corridor  
44-76 Project Series



### Truxtun Avenue and S Street/Union Avenue

Current utilities at this site, shown on Figure 5, are adequate to accommodate the construction of a high-speed rail terminal. Intermodal connection possibilities are also present and existing transit service could be expanded to serve the new terminal. Access to the Metropolitan area is outstanding. Because of close proximity to existing rail corridors, rail alignment for the alternative was ranked highly. Train speed for direct service was ranked low because of a mandatory decrease in speed in urban areas, but indirect service would suit the site well. Adequate utilities are currently available at the site and few environmental issues would require mitigation. One environmental issue to resolve is mitigation for noise caused by high-speed trains. The site purchase price is expected to be fairly expensive and parking would need to be increased to meet the demands of a new high-speed rail terminal. A new high-speed rail terminal would most likely require construction of another downtown parking structure. Growth inducement issues are insignificant for the Truxtun Avenue/S Street and Union Avenue terminal. Development of a high-speed rail terminal would enhance Metropolitan Bakersfield and result in increased economic development. Access to existing support services near the proposed site such as hotels, restaurants, and shopping is superior to all other alternatives.



## Public Outreach

The KTF High-Speed Rail Committee plans to present this document and supporting information to elected officials and citizen interest groups throughout the Kern region. Much of this effort will focus on building consensus and support for the three recommended terminal locations in Metropolitan Bakersfield. It would be beneficial to Bakersfield and the Kern region to show unified support for the further study of these terminal alternatives at the CHSRA meeting in July. At this meeting, the Authority board members will be evaluating and screening high-speed rail alignment and terminal alternatives throughout the State.

## Conclusion

After evaluating and screening the high-speed rail terminal alternatives as discussed above, the Kern Transportation Foundation High-Speed Rail Committee has concluded that the following sites would best meet the needs and demands of Metropolitan Bakersfield; **7<sup>th</sup> Standard Road/West of State Route 99, Golden State/M Street, and Truxtun Avenue and S Street/Union Avenue.** Thus, these sites are recommended for further study by the California High-Speed Rail Authority and project consultants. Several other alternatives were considered, but were found to not meet the needs of Bakersfield and the Kern region as detailed in the criteria used for the evaluation. Based on the ranking and scores generated by the terminal criteria, these three sites were selected for further study.

## Attachments

The following agencies and organizations support the findings and recommendations of the Kern Transportation Foundation High-Speed Rail Committee:

- Kern Transportation Foundation- Adopted April 16, 2001.

California High Speed Rail  
Bakersfield / Kern County Station Location

Bakersfield is the largest and most central city in Kern County. In anticipation of the construction of the California High Speed Rail system, the correct location of the HSR station for this area is crucial.

There are several factors to consider; the expected market consisting of inter-city travelers to Los Angeles and the Bay Area - Sacramento, and commuters to the Los Angeles area.

Traditionally, transportation has revolved around bringing the traveler as close as possible to a central destination location, in the most straight forward path possible. These goals reflect both financial, commercial and time concerns.

Central Bakersfield is the most logical primary station location for Kern County. The downtown area is the center of activity for the government, financial, legal and entertainment districts. The new Amtrak station is a major infrastructure already in place for easy and obvious transition into an intermodal transportation hub. Existing and planned future transportation corridors into and through the downtown area are in place to handle circulation increases and parking structures can be added to the surface parking currently available.

Providing a true transportation hub in central Bakersfield, already a destination location for County wide travelers, will continue the revitalization of the downtown area and be a great asset in the attraction of commerce to the area.

A central station location in the downtown area will place the traveler within easy walking distance to business offices, entertainment events, hotel accommodations, retail opportunities, fine dining and a wonderful "travelers photo" of our area.

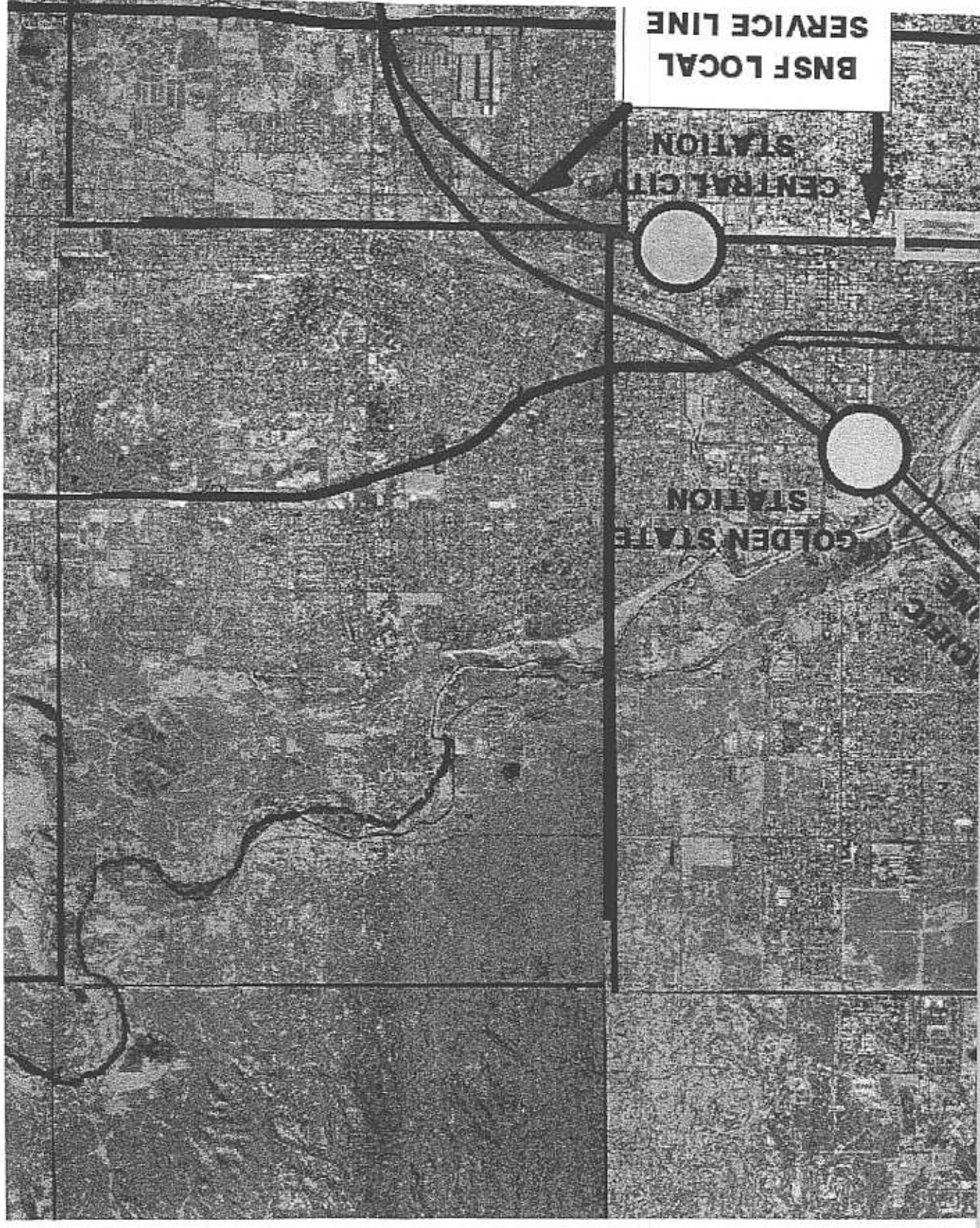
Other commercial, business and residential areas in Bakersfield will be easily accessible via bus and taxi-cab. Terminals for the bus service and cab stands will be located very close to the station, perhaps within the station itself. Also, bus service to and from the Meadows Field Airport in Oildale will be provided.

The advent of a high speed rail system in California will be a boon to the State. The location of the stations will also be an enormously important factor in the future of it's cities. Bakersfield must maintain it's place as the County of Kern's central city and look to the future and the advantages for growth that the location of the high speed rail station in downtown will bring. The station location may well determine whether the high speed rail system brings the future to us , or bypasses us.

Ask yourself as a traveler- would you prefer to disembark your train at a station located on the outskirts of a city, or would you rather step off and have the core of the city at your feet.



# H SPEED RAIL STATION



## Taxes: Emphasis on more, smaller projects expected

\*Barbara Goodwin is executive

gram that I  
can recom-

(urban) \$852 million  
 30.43%  
 \$140 million  
 5%  
 Regional  
 Investment  
 0.5%  
 Base local

City of Fresno proposal

Full construction  
\$140 million



MAYOR ALAN AUTRY

## NEWS

**FOR IMMEDIATE RELEASE**

December 7, 2001 Randy Reed,

## RELEASE

**CONTACT**

Public Affairs Officer: 498-1627

### Mayor Announces Consolidation Task Force

### Formation of Rail

Following recent accidents involving trains in Fresno, Mayor Alan Autry has stepped up the City's efforts to curb rail traffic on tracks running through Fresno neighborhoods. The Mayor has created a public-private Rail Consolidation Task Force and appointed John Ferdinandi, Chairman of Fresno Area Residents for Rail Consolidation (FARRC) to head the group.

"Moving trains out of our city's neighborhoods is not just a goal, it's a necessity," Autry said in announcing the Task Force. "Too many people have been hurt or killed by trains rumbling through the heart of our City and the situation will only get worse in the future if we don't act," he said. Each day, 40 trains using the Burlington-Northern Santa Fe (BNSF) tracks pass through Fresno neighborhoods, often at speeds of up to 70mph. In September, a train running through the campus of Fresno City College struck and killed Junior Puletapuai, a student and lineman for the school's football team.

The Mayor's Task Force on Rail Consolidation will join with local, state and federal officials to relocate train traffic to the Union Pacific tracks running along the Highway 99 corridor. In addition to Mayor Autry and Chairman Ferdinandi, the Task Force includes:

- Brian Calhoun, Fresno City Council member
- Hilda Cantu-Montoy, Fresno City Attorney
- Mark Williamson, City of Fresno Public Works Director
- Dan Hobbs, Fresno City Manager
- Dr. Judith Redwine, State Center Community College District Chancellor
- Katia Kazovian, Fresno City College Student
- Barbara Goodwin, Council of Fresno County Governments
- Tom Bailey, Fresno Area Residents for Rail Consolidation
- Stebbins Dean, Greater Fresno Area Chamber of Commerce
- John Weiser, County of Fresno

# Committee measures extension

Panel looks at adding 30 years to  
Measure C's half-cent sales tax.

By CYNDEE RONTANA

THE FRESNO BEE

It's been 15 years since then Sheriff Hal McKinney stood on a sorry stretch of Plant Road and asked voters to pay more taxes.

In a television commercial, he told them that Fresno County roads, freeways and highways needed help. That meant money — specifically, a half-cent bump in the sales tax that would help complete a metropolitan highway system and smooth out rough spots across the county.

So McKinney stood with businessmen and community leaders, and where some other politicians wouldn't — on the side of higher taxes. It was an issue of public safety, he says today, and it was tired of driving on rotten roads.

Apparently, so were voters.

In 1986, 57.6% of them approved Measure C. That 20-year tax has spawned new legs of Highways 41, 168 and 180 and, at the same time, helped cities pay for everything from sidewalks to street lights to storm drains to road repairs. Over its 20-year life, the tax should bring in close to \$700 million.

It's a track record of such success that McKinney, if asked, would pitch it all over again.

He might have the chance.

With Measure C expiring in June 2007, supporters are promoting a sequel for the November 2002 ballot. Their vision is a 30-year extension of the half-cent sales tax, which should net roughly \$2.8 billion.

Already, the process is complex. Consider that:

- Success breeds interest. There were far fewer groups at the table in 1986, when Measure C was an untested concept with questionable voter appeal. Now, many more diverse interests want a piece of the pie. A 40-member committee is working to divide the money in a way that will please interest groups and voters.

- Times are different. Public sentiment shaped the original Measure C mainly into a highway-building machine. Today, those metro highways are largely in place or on their way. And there is greater interest in transit, trails, rail consolidation, curbing air pollution and just filling in potholes.

- The bar is higher. Fifteen years ago, Measure C needed only a majority vote to pass. An extension will require a two-thirds vote — or two "yes" votes for every "no" vote — to succeed.

- The campaign could be pricey. Backers say it may cost \$300,000 to \$350,000 to market the sequel, compared to about \$94,000 raised in 1986.

Please see TAXES, Page A14





MAYOR ALAN AUTRY

November 13, 2001

Mr. Mehdi Morshed  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

SUBJECT: NOVEMBER 14<sup>TH</sup> MEETING OF THE HIGH-SPEED RAIL AUTHORITY  
SACRAMENTO TO BAKERSFIELD CORRIDOR DISCUSSIONS

Dear Mr. Morshed and Members of the Committee:

On behalf of the City of Fresno, I am writing to offer my support of the proposal to bring High-Speed Rail service to the State and specifically to the Central Valley. The City of Fresno and its metropolitan population of nearly 650,000 persons (projected to grow to over 1 million by the year 2025) is excited about connecting our business and agricultural communities to the Bay Area, Sacramento and Greater Los Angeles Regions.

Fresno serves as the regional hub for all surrounding communities, providing air travel, freight support and Amtrak and Greyhound services outside the valley. With the inclusion of the Fresno as the Central Valley/Fresno County stop on this new corridor, we can assure the residents of this great valley that their future travel needs will be met both in the air and on land.

Please accept this letter in support of a downtown Fresno stop on the High-Speed Rail corridor between Bakersfield and Sacramento. This location will be the main element of a multi-modal center which will serve bus, taxi, light rail and future developments. Our staff is available to discuss this issue at your request. We encourage you to provide for this downtown station and look forward to attending the vote on January 16, 2002 in deciding the fate of such an important corridor to our city and the surrounding region.

Sincerely,

A large, stylized handwritten signature of Alan Autry in black ink.

ALAN AUTRY  
Mayor

### *Northern Mountain Pass (Altamont, Pacheco, and Panoche Passes)*

Selection of a northern mountain pass will determine whether Santa Clara County or the northern Central Valley is provided with direct high-speed rail service. The northern pass will also influence terminus locations in the Bay Area and options for extending service to Sacramento. Table 8.5 summarizes the relevant characteristics of the Altamont, Pacheco, and Panoche Passes.

#### **Engineering**

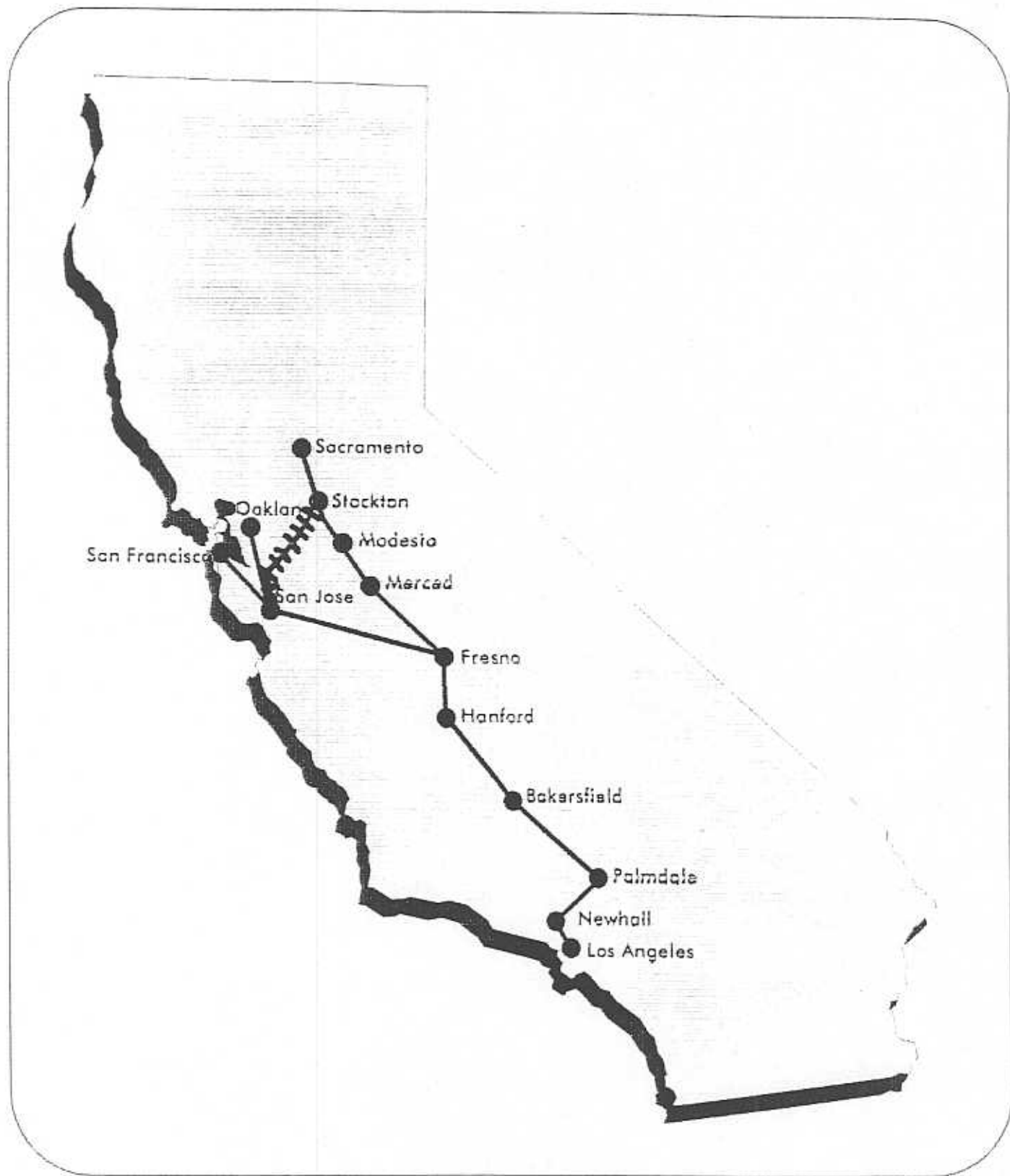
- Because of the topography and urbanized character of surrounding areas, the Altamont Pass requires more elevated sections and tunnel segments than the other options. The Panoche Pass traverses milder terrain than the other passes, requiring relatively less cut-and-fill and tunneling. The Pacheco Pass, extending from Los Banos to Gilroy, requires extensive tunnel and elevated segments to maintain design speeds.

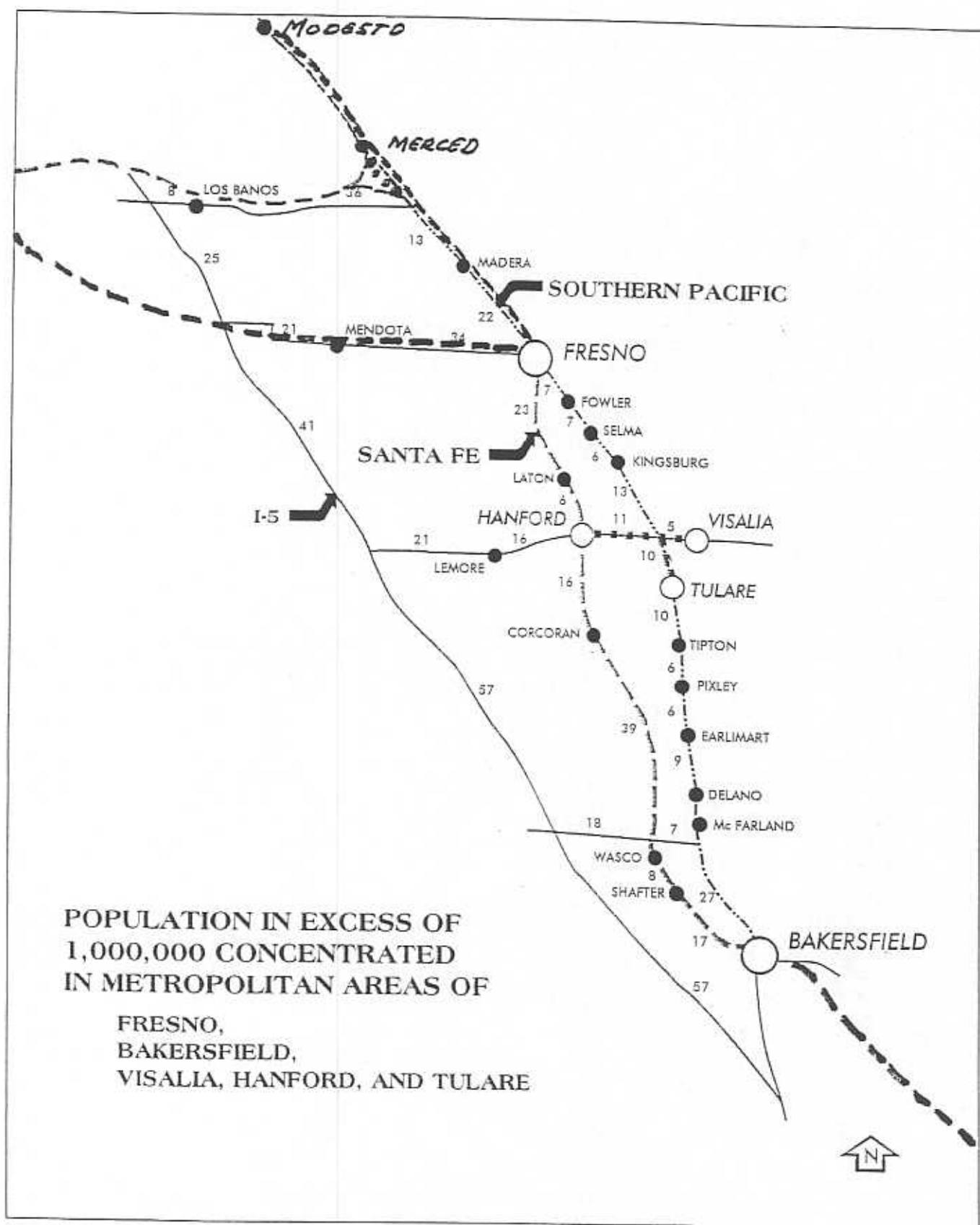
#### **Ridership and Revenue**

- The SR-99 Base alignment configuration, which incorporates the Altamont Pass, would generate the highest ridership and revenue for the basic Los Angeles-Bay Area system: 11.2 million annual passenger trips by the year 2015 with \$370 million in revenue with VHS technology. The same basic system configuration with Maglev technology would attract 14.9 million annual trips and \$513 million in revenue.
- The SR-99 Short alignment configuration, which uses the Panoche Pass, generates lower annual ridership (10.7 million) and revenue (\$364 million) than the SR-99 Base.
- A variation of the SR-99 Base configuration using the Pacheco Pass results in ridership projections between the original SR-99 Base option (Altamont Pass) and SR-99 short (Panoche Pass.) The Pacheco Pass variation serves a greater portion of the Central Valley and includes a Merced station. Travel times are slightly longer than the Panoche Pass option.
- San Jose could be served by a spur line if the Altamont Pass were selected. Such a spur would add approximately 700,000 more passengers per year to the ridership of a VHS system using the SR-99 Base alignment configuration.

#### **Capital Costs**

- At between \$1.4 and 1.7 billion, the Altamont Pass is the least costly of the three northern mountain passes, primarily due to its shorter length. The Altamont and Panoche Passes are roughly equivalent on a per-mile basis. The Pacheco Pass is the most costly option per mile at \$63-73 million per mile.

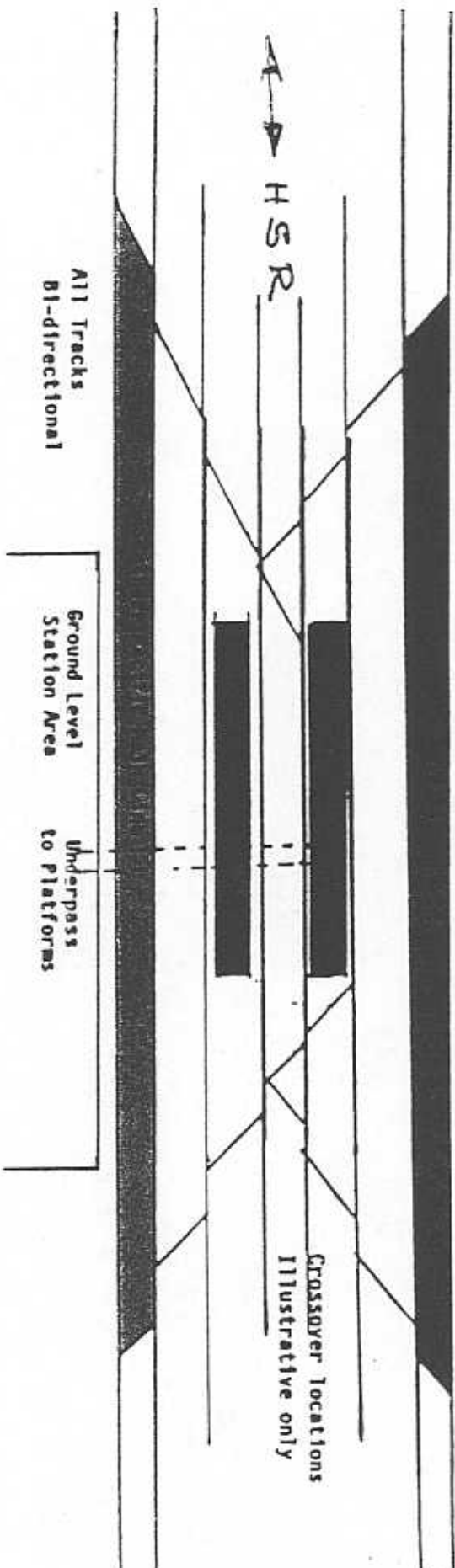






# PROPOSED STATION LAYOUT FRESNO

Two Platform - 4 track layout - not to scale schematic only



**BOARD OF SUPERVISORS  
COUNTY OF TULARE**



Sent 10/22/01

**BILL MAZE**  
Board Chairman

October 16, 2001

Mr. Mehdi Morshed, Executive Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**SUBJECT: Central Valley Area Recommended Alignment Alternative**

Dear Mr. Morshed:

To reaffirm our Board's previous position, I am writing this letter in support of the Southern/Pacific (SP) Alignment and related stop near the Visalia airport. A rail station in Tulare County is a vital part of the High Speed Rail project. A station in Tulare County would provide the opportunity for residents of Tulare County a transportation alternative to the automobile.

A station located near the airport would also serve Tulare County in a centralized location. The cities of Tulare County would have access to the station within a half hour. The station would also have the potential to encourage new employment in Tulare County. The Tulare County Board of Supervisors strongly supports the SP alignment and related station at the Visalia Airport. However, if an alternative site were required, we would support an alternative station location as long as it remains in Tulare County.

Thank you for the opportunity to comment on the selection of a preferred alignment alternative. We look forward to the future implementation of the High Speed Rail and station in Tulare County. If you have any questions or need further information, please call me at (559) 733-6271.

Yours very truly,



**Bill Maze, Chairman**  
Tulare County Board of Supervisors



City of Bakersfield  
California  
Office of Mayor Harvey L. Hall

DRIG TO ROD



November 26, 2001

Ron Diridon, Chairperson  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**RE: HIGH SPEED RAIL STATION LOCATION - BAKERSFIELD, CALIFORNIA**

Dear Mr. Diridon:

It was truly a pleasure for the City of Bakersfield to host one of your regular meetings on November 14, 2001. Based upon attendance and public input, I trust the Authority was able to receive valuable testimony on its way to realizing the goal of a comprehensive state-wide high speed rail system. The City stands ready to assist in any way possible to achieve this much needed transportation element.

On behalf of the City of Bakersfield, I would also like to once again express our desire to have the Bakersfield high speed rail station located within downtown. On two separate occasions, the Bakersfield City Council passed, by unanimous votes, Resolutions supporting a downtown station location. In addition to these Resolutions, the City has taken an active role in this endeavor by participating in nearly every Authority meeting over the past three years.

While the City supports the decision to limit the number of potential station sites to three for further study, we consider it necessary to go on record in support of a downtown site for the following reasons:

- Downtown is the major population center for Metropolitan Bakersfield. Any other location could shift growth patterns in such a way as to be inconsistent with our General Plan.
- Zoning within Downtown is entirely consistent with a station location.
- Planned surface transportation elements within downtown provide superior linkages for all areas of Bakersfield accessing the station site. In addition, downtown's central location will allow maximum commute times of 15 minutes from any area of Bakersfield to the downtown station location.
- Multi-modal capabilities already exist within downtown including a new Amtrak Station, transit transfer station (Golden Empire Transit) and pedestrian activity.

Ron Diridon  
November 26, 2001  
Page 2

- A downtown station would provide superior access to major destination venues including:
  - Government Center/Courts (Bakersfield is the County Seat).
  - Education facilities.
  - Convention Center/Arena.
  - Proposed multi-purpose stadium and entertainment complex.
  - Downtown amenities (hotels, restaurants and entertainment).
- A downtown station location would promote in-fill development rather than sprawl and potential loss of prime agricultural land.


By contrast, the other location north of Bakersfield is much less desirable for several reasons including:

- The area is entirely zoned for residential development which is inconsistent for a station location.
- Existing and planned surface transportation elements are insufficient to provide adequate linkages for all sections of Metropolitan Bakersfield.
- This location provides no existing or planned multi-modal capabilities. Currently, there is no transit service to this area. The Amtrak Station is located in downtown Bakersfield some seven (7) miles away. The airport terminal is located east of the site separated by an existing state highway, an additional planned state highway and an industrial center. Also, there are no other destination stops near the site which drastically limits pedestrian activities.

As stated above, the City of Bakersfield stands ready to be a partner with the Authority and realize the goal this tremendous and much need high speed rail system would achieve. We will continue to be involved with the planning process and to offer our assistance whenever necessary.

Once again, it was such a pleasure to host the last meeting. We would consider in an honor to host another meeting if your schedule permits. Please give me a call should you require any additional information or input into the process.

Respectfully yours,



Harvey L. Hall  
Mayor

cc: Councilmembers  
Alan Tandy, City Manager  
Raul M. Rojas, Public Works Director  
Jacques R. LaRochelle, Assistant Public Works Director





**Kern Council  
of Governments**

*sent 4/7*

December 12, 2001

Mehdi Morshed, Executive Director  
California High Speed Rail Authority  
925 ~~1~~ Street, Suite 1425  
Sacramento, California 95814  
Attn: Carrie Pourvahidi

Dear Mr. Morshed:

I would like to thank the Authority members and staff for supporting a process that encourages input by local agencies in this important process. The cooperation of state, regional and local agencies is important to the success of this major investment. As the California High Speed Rail Authority continues to conduct the environmental review process, the partnerships that are being forged will create an atmosphere of cooperation.


As you know, the Kern region has been involved in the high speed rail discussion since 1988. The Kern Council of Governments was represented on the AB 971 committee (1988). Kern COG conducted terminal location studies in 1988 and 1994. Kern COG reviewed the work of the High Speed Rail Commission and continues to be involved with the Authority.

Since 1995, Kern COG supported an alignment through the Antelope Valley. In Resolution 95-03, the Kern COG Board of Directors noted that a HSR alignment should serve the most concentrated centers of population in the state outside of Los Angeles and the San Francisco Bay area. Connecting population centers with the major urban centers will have the greatest impact on improving air quality and congestion relief. To the north of the Kern region, it is our position that the major population centers in the San Joaquin Valley be served and connected to Sacramento and the San Francisco Bay Area.

In 2001, Kern COG supported the work of the Kern Transportation Foundation by adopting Resolution 01-16. The KTF analysis identified three sites that should be evaluated.

Again, thank you for supporting an open process that encourages regional and local participation. If you wish clarification of these positions, please contact me.

Sincerely,

  
Ronald E. Brummett  
Executive Director

Attachments: Resolutions 95-03 and 01-16

BEFORE THE KERN COUNCIL OF GOVERNMENTS  
STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION NO. 95-03

In the matter of:

SUPPORT THE ADOPTION OF A HIGH SPEED RAIL ALIGNMENT THROUGH THE  
POPULATED REGIONS OF THE ANTELOPE VALLEY AND THE SAN JOAQUIN  
VALLEY

---

WHEREAS, the Antelope Valley-San Joaquin Valley High Speed Rail Alliance has been formed to actively seek the designation of a High Speed Rail alignment to serve the populated regions of these valleys; and

WHEREAS, the people of the State of California through their Legislature have designated the San Joaquin Valley as part of the "California Corridor" connecting San Diego and Sacramento; and

WHEREAS, the studies undertaken for various state agencies to date have recommended the San Joaquin Valley be included in the alignment; and

WHEREAS, the State of California through its recommendations to the United States Government has established a record of support for a High Speed Rail alignment through the San Joaquin Valley; and

WHEREAS, this alignment would provide both positive health and economic benefits by reducing the number of vehicles trips through these valleys thereby improving the air quality and providing the opportunity for further economic development of these regions; and

WHEREAS, this alignment would serve the most concentrated centers of population in the state outside of Los Angeles and the San Francisco Bay Area; and

WHEREAS, the San Joaquin and Antelope Valleys have been identified by the State Department of Finance as the regions with the highest predicted growth rates for the next twenty years; and

WHEREAS, this alignment could accommodate a multi-modal facility at the proposed Palmdale-Lancaster Air Terminal, which would provide additional airline capacity easily accessible from both northern and southern regions of the state to serve the transportation needs of its growing population and economy.

NOW, THEREFORE, BE IT RESOLVED that the Kern Council of Governments does hereby join the Antelope Valley-San Joaquin Valley High Speed Rail Alliance and supports the adoption of a High Speed Rail alignment through the populated regions of the Antelope Valley and the San Joaquin Valley.

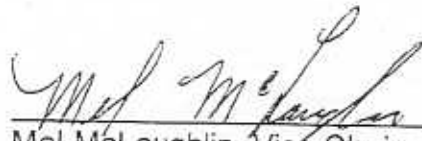
AUTHORIZED AND SIGNED THIS 2ND DAY OF MARCH, 1995.

AYES: Burkett, Hall, Callhan, Miller, Bryan, Ackermann, Smith, McLaughlin, Silver

NOES: None

ABSTAIN: None

ABSENT: Garza, Salvaggio, Prout, Patrick, Shell, Binger

  
\_\_\_\_\_  
Mel McLaughlin, Vice Chair  
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a copy of a resolution of the Kern Council of Governments duly authorized at a regularly-scheduled meeting held on the 2nd day of March 1995.

\_\_\_\_\_  
Ronald E. Brummett,  
Executive Director  
Kern Council of Governments

Date: \_\_\_\_\_

BEFORE THE KERN COUNCIL OF GOVERNMENTS  
STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION 01-16

in the matter of:

SUPPORT FOR THE KERN TRANSPORTATION FOUNDATION'S METROPOLITAN BAKERSFIELD  
HIGH-SPEED RAIL TERMINAL ANALYSIS AND EVALUATION, APRIL 2001.

WHEREAS, the California High-Speed Rail Authority is preparing a Draft Program Environmental Impact Report/Environmental Impact Statement; and

WHEREAS, scoping meetings are planned for numerous cities along the planned 700-mile long high-speed rail corridor alternatives; and

WHEREAS, the Kern Transportation Foundation High-Speed Rail Committee has analyzed and evaluated high-speed rail terminal locations for Metropolitan Bakersfield; and

WHEREAS, the Kern Transportation Foundation High-Speed Rail Committee has prepared a summary report and recommendation based on this analysis and evaluation; and

WHEREAS, the Kern Transportation Foundation Board has reviewed and adopted the Metropolitan Bakersfield High-Speed Rail Terminal Analysis and Evaluation; and

WHEREAS, the Kern Council of Governments has reviewed and supported the Metropolitan Bakersfield High-Speed Rail Terminal Analysis and Evaluation; and

NOW, THEREFORE, BE IT RESOLVED THAT: 1) The Kern Council of Governments supports the Kern Transportation Foundation's Metropolitan Bakersfield High-Speed Rail Terminal Analysis and Evaluation; and 2) Rail access to a terminal site by indirect service be constructed by the California High speed Rail Authority.

AUTHORIZED AND SIGNED THIS 17<sup>th</sup> DAY OF May, 2001.

AYES: Olivares, Couch, Eddington, Throop, Rollins, Ackermann, Smith, Parra,  
Shelton, Silver

NOES: None

ABSTAIN: None

ABSENT: Armendariz, Garza, Nelson, Wegman  
McQuiston, McCuen

  
Philip Smith, Chair  
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of Kern Council of Governments, duly authorized at a regularly-scheduled meeting held on the 17th day of May, 2001.

Ronald E. Brummet, Executive Director  
Kern Council of Governments

Date: \_\_\_\_\_



Sent  
1/7

TESTIMONY BEFORE THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY  
BY  
SUPERVISOR KEN PETERSON  
COUNTY OF KERN  
NOVEMBER 14, 2001

Dear Members of the Authority:

Thank you for this opportunity to address the Authority. I am Supervisor Ken Peterson, and I represent the Fourth Supervisorial District.

Today though, it is my pleasant task to welcome you to Kern County. I hope you've had a pleasant stay with us so far.

The County of Kern appreciates the work of the High-Speed Rail Authority to review the many issues related to developing California's high speed rail system.

We continue to believe high-speed rail will improve California's economic climate and create new jobs. It will provide a new and needed transportation alternative with significant environmental benefits.

The County, our cities, private groups and individuals have all given strong support to the high-speed rail project. That support continues today.

We have also appreciated having the opportunity to share our views pertaining to potential station sites.

We are pleased that your staff's report supports detailed study of the three Bakersfield metropolitan area sites that we endorsed at your scoping meeting last April here in Bakersfield.

Regarding the station sites, we do have some observations to share.

We still seek to have the vicinity of F Street studied along with the Golden State and M Street option. We believe that some congestion and siting issues may be better addressed by moving the location closer to the F Street area. Aggregating parcels for the project may also be easier to achieve at this site. Our staff has been told that the F Street area can be incorporated into the detailed technical study and we would appreciate that taking place.

Our second point is to identify our preliminary preference of stations sites. We agree that the three sites should receive detailed study. However, we think that the Seventh Standard Road/West of State Route 99 is still a preferred site.

This is because the area offers broad availability of undeveloped land, to maximize design flexibility. It is adjacent to our new regional air terminal facility, portions of which are already under construction. Also, it is adjacent to the locally preferred option for the new State Route 58 alignment, further enhancing intermodal linkage for the ridership.

Our second ranked alternative is the Golden State site, preferably closer to F Street, so as to reduce potential traffic circulation challenges found in the central core of the downtown area.

We also encourage the study of the Truxtun Avenue area site. While we believe there are some constraints to this site, there are a number of reasons that it should continue to be studied.

There are many economic reasons why high speed rail will work in Kern County. Housing costs are considerably lower here than in other portions of the state and this will make Kern County a very attractive location for workers and employers.

The construction and maintenance of the rail line will result in jobs, which are needed in Kern County and throughout the Central Valley.

When completed, high speed rail will benefit many different segments of the economy, including tourism and professional service firms that can broaden their markets.

Finally, I want to thank you for coming to Kern County to conduct this important meeting. Your understanding of our local area and consideration of our views during your deliberations is greatly appreciated by all of us.

As this important project moves forward, please know that Kern County stands ready to assist you in your efforts. Again, we thank you for your kind attention and wish you a pleasant and productive stay here in "The Golden Empire" that is Kern County.



Suit  
117

CHAIRMAN  
Michael Russo

VICE CHAIRMAN  
Robert Morris

PRESIDENT  
Cathy Butler

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LIAISONS  
Sue Benham  
COUNCIL 2<sup>ND</sup> WARD

Shirlyn Davenport  
REDEVELOPMENT AGENCY

Mr. Mehdi Morshed, Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

November 25, 2001

Dear Mr. Mehdi Morshed

Bakersfield's *Downtown Business and Property Owners Association* (the DBA)  
is pleased to announce its support for a

**Downtown Bakersfield High-Speed Ground Transportation Station**

This recommendation is explicitly made with our commitment to continue working closely with our elected City and County officials and the High-Speed Rail Authority in identifying a final Downtown location that best serves Bakersfield, and the surrounding metropolitan area, and the High-Speed Rail System overall.

It was in 1995, more than six years ago, when the DBA began its comprehensive review of the proposed Downtown Bakersfield High-Speed Rail Station location. In undertaking its review, the DBA included an examination of other alternatives, and the DBA continued to update its work as each new piece of information became available. Early in this process came the DBA's own recommendation for a Downtown Station location, focused on the DBA's version of how downtown growth ought to occur.

While one of the two current proposed downtown station sites has its origins within the DBA, the DBA as a whole remains open in its commitment to identifying the best location for High-Speed Ground Transportation for Bakersfield and the surrounding metropolitan area. Having more than one choice 'on the table' keeps the dialogue open, promotes continuing evaluation of concerns and issues, and assures that each constituency and organization is well heard throughout the selection process leading to a final choice.

The DBA, in pledging its support for a **Downtown Bakersfield High-Speed Ground Transportation Station**, commits to working together with our City and County elected officials and the High-Speed Rail Authority as we all work to identify a final choice of a downtown station site.

Sincerely,

*Downtown Business and Property Owners Association*

Mike Russo, Chairman of the Board

Cathy Butler, President

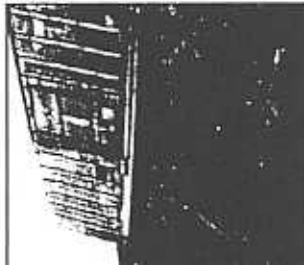




tion in 1918. We are working years accidents and injuries rough 31 intersections near it homes, City Hall, and busi- e noise and air pollution.

a Fe tracks running through ing Freeway 99, and to elimi- NO MORE TRAFFIC BLOCKAGE.

results of BNSF train erailment in Fresno, eptember 11, 1999, e of a reported 12 erailments in 18 months.



ty trains rumble daily at City Hall. Beverly Manor, rupting city business, wntown traffic and ple's lives.

## Directors

Kludas  
e Lokrantz  
McNary  
ia Mehas  
Pascurzi  
y Ramacher  
y Savala  
rge Giannopoulos, Emeritus  
h Kent, Emeritus

ian Calhoun  
supervisors

Assemblyman Mike Briggs and FAPRC Chairman John Ferdinand Jr. in Sacramento televising benefits of Fresno Rail Consolidation.



Councilman Calhoun, Mayor Autry, Moderator Tucker, Councilman Perea, Congressman Dooley and Councilman Duncan at Fresno City April 2001 Economic Summit where support for Rail Consolidation was emphasized.

## CONSOLIDATION IMPROVES FRESNO

LESS POLLUTANTS from autos and diesel locomotives.

SAFE NEW UNDER/OVERPASSES on streets crossing the tracks along Freeway 99 eliminates the accident hazards and traffic delays.

TRAINS TRAVEL with less noise, horns, whistles, vibrations, damages and vehicle/pedestrian hazards.

OVER \$21 MILLION SAVED ANNUALLY in lost time wasted idling at railroad crossings and over a half billion dollars saved in 30 years.

ALL FRESNO BENEFITS and the vacated BNSF rail corridor no longer interferes with the daily activities of Fresno residents, students, workers, emergency services and visitors, becoming available for alternative uses.

## HOW YOU CAN HELP!

VOICE YOUR SUPPORT to your city, county, state and federal officials, by phone calls, letters, e-mails and "Letters to the Editor."

JOIN US, send us your name, address, phone and e-mail address and support rail consolidation.

PLEASE SEND YOUR CONTRIBUTION, in any amount, to help us pay our operating expenses. Successful completion of Fresno Rail Consolidation will greatly improve the quality of life for all Fresno residents.

VISIT OUR WEB-SITE, [www.movethetracks.org](http://www.movethetracks.org) for updates and progress.

**Fresno Area Residents For Rail consolidation**  
1837 W. Santa Ana • Fresno, CA 93705

☐ Yes, I will help support the cause by using my own envelope and stamp.

Here is my contribution: ☐ \$25 ☐ \$50 ☐ \$100 ☐ \$500 ☐ other \_\_\_\_\_

☐ Yes, you may also use my name as a supporter for the cause.

☐ Though I am not contributing at this time, you may use my name as a supporter.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

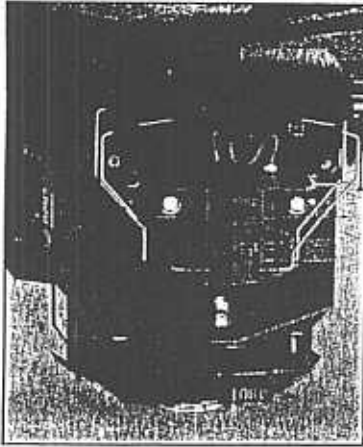
CITY: \_\_\_\_\_

ZIP: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

PHONE: \_\_\_\_\_

*Thank You!*





MAYOR ALAN AUTRY

January 28, 2002

Rod Diridon, Chairman  
Board of Directors  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Central Valley High Speed Rail Maintenance Yard

Dear Chairman Diridon:

Fresno offers an outstanding location for the California High Speed Rail Authority's proposed Central Valley maintenance yard. Fresno's central location and ranking as the 6<sup>th</sup> largest city in California presents opportunities not found anywhere else in the state.

Fresno offers a ready labor pool and a number of available locations for a maintenance yard. In addition, both our political leaders and citizens are united in support of your requirements. You will find Fresno officials and administrators cooperative and ready to assist your representatives. A decision to select Fresno as the site for the proposed Central Valley maintenance yard will prove valuable to Fresno and the High Speed Rail Authority.

For additional information or to schedule a meeting to explore this option, please contact Fred Burkhardt, Economic Development Coordinator at (559) 498-4822. Our best wishes to you and the Authority for continued success in your efforts to serve the transportation needs of the State.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan Autry", is written over a horizontal line.

Alan Autry  
Mayor

# THE FRESNO BUSINESS COUNCIL

## OFFICERS

Richard A. Johanson  
*Johanson Transportation*  
*Chair*  
Ken Newby  
*Deloitte & Touche*  
*President*  
Claude C. Laval  
*Claude Laval Corporation*  
*Vice President*  
Mike Patton  
*Patton Air Conditioning*  
*Chief Financial Officer*  
Robert E. Duncan  
*Duncan Enterprises*  
*Secretary*

January 22, 2002

The Honorable Gray Davis  
State of California  
State Capitol Building  
Sacramento, CA 95814

Re: Central Valley Representation on the High Speed Rail Authority Board of Directors

Dear Governor Davis:

The need for a California High-Speed Rail system is increasingly vital to our growing state. The Central Valley is a major element of that system and the area of the state that is expected to experience the most rapid population growth. Direct participation in the development and implementation of this system is critical to our economic and social interests.

We were distressed to learn that the Central Valley will be without representation on the High Speed Rail Authority Board. Over 200 miles of the proposed 700 high-speed rails will be located in this valley and Fresno will be a major contributor of passengers and the light freight that will use those rails. As taxpayers and users of the system, we believe it is important to have representation.

We are proposing your appointment of Dr. John D. Welty, President of California State University Fresno, to the High Speed Rail Authority Board of Directors. Dr. Welty will help to bring consensus to the Board, a non-partisan approach to a serious issue and years of experience in administration and transportation matters based on a statewide foundation. He has indicated a willingness to serve in this capacity. Thank you for your consideration.

Sincerely,

151

Deborah J. Nankivell  
Chief Executive Officer

CC: Michael Yamaki  
Maria ContrerasSweet  
Rod Dirdon  
Senator Jim Costa  
Senator Chuck Poochigian  
Assemblymember Mike Briggs

## DIRECTORS

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*Gottschalks*  
Tom McGowan  
*Automated Office Systems*  
Keith Moyer  
*The Fresno Bee*  
Sister Ruth Marie Nickerson  
*St. Agnes Medical Center*  
Dr. Alan Pierrot  
*FSC Health Enterprises*  
James Shekoyan  
*Baker, Manock & Jensen*  
Bettye Smith  
*The Payroll People*  
Anne Speake  
*International English Institute*  
Dr. John Welty  
*CSUF*  
Gordon Webster  
*The Business Journal*  
Mike Wilhelm  
*McCormick Barstow*

## STAFF

Deborah J. Nankivell  
*Chief Executive Officer*  
Barbara J. Steck  
*Chief Operating Officer*

Copy Sent to  
Rob



HENRY PEREA  
Council President

January 23, 2002

Gray Davis, Governor  
State of California  
State Capitol Building  
Sacramento, CA 95814

Subject: Central Valley Representation on the High Speed Rail Authority Board of Directors

Dear Governor Davis:

The need for a California High-Speed Rail System is increasingly vital to our growing state, and the Central Valley is a major element of that system. Fresno with a population of nearly 500,000, is located in the heart of the Valley and is the 5<sup>th</sup> largest city in California, making it a critical component of the entire state and its transportation.

I was disturbed to learn that Fresno and the Valley are without representation on the High Speed Rail Authority Board of Directors. Over 200 miles of the proposed 700 high-speed rails will be located in this Valley, and Fresno will be a major contributor of passengers, as well as the light freight that will be utilizing those rails. It also seems reasonable to believe that funding for the system will require serious participation by Fresno and Central Valley taxpaying voters as well. Therefore, representation from Fresno is appropriate and essential.

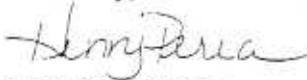
I am asking that you appoint Dr. John D. Welty, President of California State University, Fresno to the High Speed Rail Authority Board of Directors. Dr. Welty would bring consensus to the Board, a non-partisan approach the issue and years of experience in administration and transportation matters based on a statewide foundation.

There is no greater opportunity at this time to assure High-Speed Rail progress than to include Dr. Welty on this Board. He has indicated his sincere desire to serve in this capacity and is available to meet with those necessary for approving his appointment.



Thank you in advance for your time and attention to this critical issue. If you would like to discuss this matter further, please do not hesitate to contact me at (559) 498-1641.

Sincerely,



HENRY PEREA

Council President

cc: Chuck Poochigian, Senator  
Jim Costa, Senator  
Mike Briggs, Assemblymember  
Dean Florez, Assemblymember  
Michael Yamaki, Governor's Appointment Secretary  
Maria Contreras-Sweet, BTH Secretary  
Rod Diridon, HSR Board Chairman ✓  
Appointments Office, Ca. State Senate

RESOLUTION NO. 2001-420

RESOLUTION SUPPORTING PROPOSED HIGH-SPEED RAIL  
PROJECT AND DOWNTOWN FRESNO STOP ON THE  
CURRENT UNION PACIFIC RAIL (UPRR) ALIGNMENT

WHEREAS, the California High-Speed Rail Authority was established to provide for initial planning of a high-speed rail corridor throughout California connecting major metropolitan areas in Northern, Central and Southern California, and to service and connect major population centers with other localized rail corridors such as Metro Train and the Capital Routes in the Bay Area; and

WHEREAS, rail service at speeds of 150 to 200 mph can increase transportation alternatives, reduce the need for vehicles, improve the air quality and promote trade throughout the state; and

WHEREAS, the Rail Authority is considering several corridors for the system and will vote on final corridors on January 16, 2002, and Fresno is the largest metropolitan area in the Central San Joaquin Valley and provides for most transportation modes used by most Fresno County residents to enter and exit the region; and

WHEREAS, only one planned stop per city is under consideration for the Bakersfield to Sacramento corridor which includes the cities off Bakersfield, Visalia, Fresno, Merced, Modesto and Sacramento, and the Union Pacific Rail Road corridor has close proximity to Downtown Fresno.

Adopted \_\_\_\_\_  
Approved \_\_\_\_\_  
Effective 12/18/01

2001-420

NOW, THEREFORE, IT IS RESOLVED BY THE COUNCIL OF THE CITY OF  
FRESNO AS FOLLOWS:

1. The City recommends that at the Authority's meetings to fix routes within the State (currently scheduled for January 16, 2002, in Sacramento, California), the California High Speed Rail Authority identify routes in the State of California that include the City of Fresno.
2. The City recommends that the Authority authorize a stop in Downtown Fresno along the UPRR corridor, since the Downtown stop would best serve the Downtown Area, assist in Downtown Revitalization efforts, provide a direct link with the new Multipurpose Stadium under construction, provide the best access for neighboring rural city residents to access high speed rail, and the current UPRR alignment has existing space to accommodate the necessary 3<sup>rd</sup> High Speed Rail track.

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CLERK'S CERTIFICATION

STATE OF CALIFORNIA     )  
COUNTY OF FRESNO     )  
CITY OF FRESNO         )

I, REBECCA E. KLISCH, City Clerk of the City of Fresno, certify that the foregoing Resolution was adopted by the Council of the City of Fresno, California, at a regular meeting thereof, held on the 18th day of December, 2001.

AYES:       Boyajian, Calhoun, Castillo, Duncan, Quintero, Ronquillo, Perea  
NOES:       None  
ABSTAIN:   None  
ABSENT:     None

REBECCA E. KLISCH  
City Clerk

BY: Rebecca E. Klisch  
~~Deputy~~

APPROVED AS TO FORM:  
CITY ATTORNEY'S OFFICE

BY: \_\_\_\_\_  
Assistant

MW/BM  
R/HighSpeed RailSupport



**FRESNO AREA RESIDENTS FOR RAIL CONSOLIDATION  
"FARRC"**

Chairman: John F. Ferdinandi Jr., \*

(\*Member Fresno County Council of Governments (COG) Rail Committee)

1837 W. Santa Ana Avenue      Fresno, CA 93705-0217

Phone: (559) 243-0710      FAX: (559) 243-0710

E-Mail: [John@movethetracks.org](mailto:John@movethetracks.org)      Web Site: [www.movethetracks.org](http://www.movethetracks.org)

**BOARD OF DIRECTORS**

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Rod Diridon  
Chairperson, Board of Directors  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

December 4, 2001

Re: Fresno Rail Consolidation, Multi-modal Depot & High Speed Rail coordination

Dear Mr. Diridon:

Thank you for hearing our brief presentation to the Authority's Board at your Bakersfield meeting, November 14<sup>th</sup>. It was my pleasure to speak with you. California Senator Jim Costa's supporting comments were unexpected but certainly appreciated.

I'm writing to request a meeting with those of your staff knowledgeable to discuss the High Speed Rail ramifications to our project and to Fresno, particularly relating to our proposed new multi-modal depot in downtown Fresno. We are entering exploratory depot planning with our local Fresno bus services (FAX), with Greyhound, attempting to arrange discussion with Amtrak, Caltrans and believe it important to talk with your staff.

Carrie Pourvahidi, from your staff, presented a report in Bakersfield that identified the downtown Fresno location, basically either on or near the old SP site, as the stated desired location by Fresno City and County Administrations. That seemed to be the staff recommendation that will be voted on at the High Speed Rail Board meeting in January in Sacramento. As we believe Fresno rail consolidation will break ground before the High Speed Rail project would begin in Fresno, it seems we need to make some determinations to include it in our depot planning now.

As the lead community based organization coordinating with Fresno City & County Administrations, Fresno COG and the local, state and federal legislative representatives, we, FARRC, have accepted the role of "initiator" to bring Fresno rail consolidation to a reality. As such, we support your Authority's work and believe we can be of help in the concerns with bringing your service to a downtown depot.

FARRC - High Speed Rail Authority  
Chairman Diridon  
Fresno new multi-modal depot  
December 4, 2001  
Page 2

Recently, Fresno Mayor Alan Autry formed a "Mayor's Rail Consolidation Task Force" to move rail consolidation forward on a fast track effort. Mayor Autry appointed me chairman of the Task Force which includes members of city and county administrations and influential members of the community. Fresno is seriously committed in this effort.

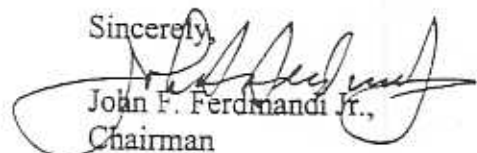
I am enclosing some material about FARRC and our progress that you may not be familiar with. This will add to the information about Fresno, rail consolidation and High Speed Rail presented by Bob Madewell of Fresno City, Clark Thompson of Fresno COG and I at the Bakersfield meeting.

We will appreciate your keeping us on your mailing list for any information on your progress and activities, meeting notices and any other pertinent material that would help us work in cooperation with your efforts.

Please let us hear from you at your earliest opportunity so we can schedule to meet your designated staff as soon as possible. Meeting in Fresno would be beneficial so we could tour your people to our proposed site. We are available to meet in Sacramento if that is more convenient

Thank you for your interest and cooperation.

Sincerely,



John F. Ferdinandi Jr.,  
Chairman

Cc: Alan Autry, Mayor of Fresno  
Deran Koligian, Chairman, Fresno County Board of Directors  
Mehdi Morshed, HSR Executive Director ✓  
Louis J. Commer, Director, Amtrak California Corridor  
Warren Weber, Chief, Rail Division, Caltrans  
Michael Leonardo, Director, Caltrans, District 6  
Enclosures: (Chairperson Diridon only)

## **FRESNO RAIL CONSOLIDATION AND HOW THE INNER CITY BNSF RAIL CORRIDOR IS CENTRAL TO THE FRESNO TRANSPORTATION ISSUE**

- ❖ The corridor, built in 1896, intersects 31 Fresno major streets. Due to numerous accidents, injuries and deaths, 7 of the streets have been blocked to vehicle traffic but the blockages still leave room for pedestrian crossings.
- ❖ As reported recently by an Associated Press news article, maintenance on all railroads has been steadily declining. The increased derailments (reportedly, 11 in 18 months) on this local Fresno stretch of BNSF tracks seems to indicate problems with track, track bed and/or equipment that could be attributed to the same reduced maintenance reported by Associated Press.
- ❖ From a 1990-1999 Fresno GOG Traffic Study (actual count), a compilation of vehicle traffic trips on the 31 streets intersecting with the BNSF tracks averaged over 400,000 vehicle trips per day crossing the tracks.
- ❖ With a current average of 10 Amtrak and 30 freight trains traveling on the tracks each day, over the 24 hour period, it is estimated that approximately 15% of the 400,000 vehicle trips crossing the tracks each 24 hour period are stopped by a train crossing their paths. The congestion created causes several traffic issues:
  1. Idling engines adding more pollution to already poor air quality
  2. Careless drivers causing accidents, some trying to beat the train and some simply not judging stopping time for cars ahead
  3. The longer trains of today, with long lines of waiting autos, block several streets at a time due to the location of these tracks
- ❖ Of a very serious import are the numerous delays to emergency vehicles; ambulance, fire and police.
- ❖ Everyone, government, education, business and all Fresno citizens and visitors bear a rising cost created by the present location of the BNSF inner city rail corridor.
- ❖ Fresno Rail Consolidation, achieved through a partnership of local, state and federal cooperation and funding, will pay for itself in coming years as the population grows from better planning for alternative means moving people and utilizing the existing, once vacated, corridor for multiple community purposes
- ❖ Consolidating the BNSF rail corridor with the UP corridor along highway 99, with each company having its own double track for unrestricted passage providing the necessary under/overpasses to allow uninterrupted travel by trains, vehicles and pedestrians will give Fresno a necessary improvement to better transportation.
- ❖ The current engineering update to the 1993 Rail Consolidation Analysis and report will provide the current requirements and estimated costs to accomplish the project.

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